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T.T. London 2s. 4½d.
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The Hongkong Telegraph

(ESTABLISHED 1881.)

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February 2, 1917. Temperature 6 a.m. 58 2 p.m. 59
Humidity 52 65

February 2, 1917. Temperature 6 a.m. 58 2 p.m. 66
Humidity 87 57

WEATHER FORECAST.
FAIR.

Barometer 30.11.

7576 日一十月一

FRIDAY, FEBRUARY 2, 1917.

五拜禮 號二月二英港香 SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

GERMANY'S NEW THREATS.

RUTHLESS SUBMARINING DECIDED UPON.

AMERICA AND HOLLAND GRAVELY CONCERNED.

London, February 1.

According to Reuter's correspondent at Amsterdam, the text of the German Note to America, which has been published, expresses agreement by Germany, to a great extent, with President Wilson's wishes and principles, but regrets that the attitude of her enemies renders impossible a realisation of these sublime aims immediately.

The plans of the Central Powers were not aimed at the destruction or crushing of their enemies, and were quite compatible with the rights of other nations, and especially of Belgium, which, as the German Chancellor declared a few weeks ago, Germany never intended to annex, but solely wanted to take the precaution that Belgium, with whom Germany desires to live in good and neighbourly relations, should not be used by the enemy for hostile designs.

For two and a half years England has misused her naval power in a wicked attempt to force Germany into submission by hunger, and she persists in a starvation war which does not hit the fighting forces of her opponent, but forces women and children, the sick and the old, to suffer grievous privations, which are endangering the people's strength. Thus the British lust for power cold-bloodedly increases the sufferings of the world without regard to law, humanity, or protests from severely prejudiced neutral nations, after an attempt to reach an understanding which was answered by an enemy announcement that intensified the war. The Government must continue the battle forced upon it anew for existence, with all its weapons, and must therefore abandon all limitations which it has up to the present imposed upon itself in the employment of its fighting weapons, trusting that the American people and Government will not close its eyes to the reason for this resolution and for its necessity.

The German Government hopes that the United States will appreciate the new state of affairs from the high standpoint of impartiality, and will also help to prevent further misery and avoidable sacrifices of human lives.

The Note expresses the expectation that the American Government will warn American ships against entering the blockaded zones, and its subjects against entrusting passengers and goods to vessels trading in the harbours of the blockaded zones.

"The Moment Has Come."

London, February 1.

Reuter's correspondent at Amsterdam says:—In the course of a statement made in the Reichstag, the Chancellor, Dr. von Bethmann-Hollweg said:—"We cannot discuss the enemy's conditions, which could only be accepted by a totally defeated people. We are challenged to fight to the end. We accept the challenge, and stake everything. We shall be victorious."

The Chancellor declared that a most important fact was the number of Germany's submarines, which had very considerably increased, compared with last spring. There by a firm basis has been created throughout the world which had already caused Britain, France and Italy serious difficulties, which Germany firmly hoped to make unbearable by means of unrestricted submarine warfare.

He also pointed out the vital necessity of coal for the war, a question which, he declared, was critical in Italy and France, and which the German submarines will render more critical still. Moreover, especially as regarded England, there was the question of the supply of ore for munitions and timber for coal mines.

The Chancellor remarked that the submarine warfare had been pressed into its last acute stage. He admitted that last March, and again in September, he was opposed to unrestricted submarine warfare. The moment had not then come, "but to-day the moment has come when we, with the greatest prospect of success, can dare this enterprise. I am in agreement with the Supreme Army Command that ruthless submarine warfare will bring us nearer to a victorious peace."

Holland's Grave Anxiety.

London, February 1.

According to Reuter's correspondent at Amsterdam, competent circles regard Germany's announcement of ruthless submarine warfare with grave anxiety.

The Gravest Issue of the War.

London, February 1.

Reuter's correspondent at New York says the newspapers consider Germany's announcement of ruthless submarine warfare as the gravest issue of the war, and many urge the immediate severance of diplomatic relations.

Several papers, notably the *World*, are in favour of handing Count Berstorff his passports.

Mr. Asquith's Confidence.

London, February 1.

Speaking at Ladybank, Mr. Asquith denounced the new German statement regarding submarine warfare. He admitted that the situation was grave, but said that the Navy, and measures such as the arming of merchantmen, and the acceleration and construction and allocation of tonnage resources of the Allies, were all being used in order to counter the campaign.

New York Harbour Closed.

London, February 1.

Reuter's correspondent at New York states that the harbour was closed last evening, all departures being forbidden, and a torpedo-boat stopping all arrivals at the quarantine island.

It is believed that German merchantmen are preparing to dash out to sea. Police are guarding the docks, where five Hamburg-America liners are interned.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

GERMANY'S NEW THREATS.

"Declaration of War Against the United States."

London, February 1.

According to Reuter's correspondent at New York, the *World* characterises the German Note as, in effect, a declaration of war against the United States. It says that President Wilson must carry out the terms of his own ultimatum so swiftly that Berlin can have no excuse for misunderstanding the purpose and policy of the United States, and that thereafter the United States must adopt the measures necessary to protect the lives and property of its citizens on the high seas. "If this means war on Germany, so be it."

The other newspapers print similar comments. They agreed that Germany's new war-zone order is a counsel of desperation, and is insulting and intolerable.

German Military Confidence.

Later.

The German Chancellor, in the course of his speech in the Reichstag, said the Entente's difficulties were being rendered more acute by the increased lack of cargo space, in respect of which time, and submarine and cruiser warfare, had prepared the ground for a decisive blow to be asserted, while the disadvantages to Germany therefrom had correspondingly decreased since last spring. He continued:—"General von Hindenburg a few days ago described the situation to me as follows:—"Our front is firm on all sides. We have everywhere requisite reserves. The spirit of our troops is good. I am confident that the military situation as a whole permits us to accept all the consequences of unrestricted submarine warfare, and as this in all circumstances is a means to injure our enemies most grievously, it must begin."

Spanish Carefulness.

London, February 1.

Reuter's correspondent at Madrid states that after the Cabinet had discussed the German Note, the Minister of the Interior conferred with the editors of newspapers and communicated to them the contents of the Note. He added that in view of the necessity of defending Spanish neutrality, and in view of the gravity of the situation, he appealed to the patriotism of them all to observe a discreet composure, as he feared that when the purport of the Note, which meant the interruption of foreign trade and grave internal dislocation, became known, disorders might occur, particularly in the eastern districts. The Note also made it necessary to prevent all unnecessary consumption of commodities.

Hospital Ship Route.

London, February 1.

Reuter's correspondent at Amsterdam says that the German Memorandum states that the route from the west and south of France to the west of England will remain free for hospital ships.

Spain Waiting for America.

London, February 1.

Reuter's correspondent at Madrid says that the newspapers declare that the new submarine policy threatens Spain with hunger and ruin. They significantly remark that they are waiting to see what the United States will do.

Holland's Interests.

London, February 1.

Reuter's correspondent at Amsterdam says that the Dutch Press dwells on the risks of cutting off sea-borne imports and exports and causing an entire paralysis of industry through Germany's latest threat.

Telegrams state that Germany is resorting to this new and desperate action because she is aware that she cannot win. The time has come, now or never, when Holland must seriously ask where her interests lie. The safest reply thereto is not doubtful—the Allies are fighting for the freedom of our country.

The *Handelsblad* associates the recent rumours of German troop concentration in the fortifications on Holland's eastern frontier with the new German measure, and deduces that Germany is convinced that Holland will be forced to take up arms.

America Takes Action.

London, February 1.

According to Reuter's correspondent at Washington, President Wilson and Mr. Lansing conferred for an hour, after which it became known that the Government had already begun to formulate definite steps on the question of submarine warfare.

The situation is regarded as most grave, and it is intimated that some kind of action has already been taken of a nature not yet indicated.

Effect on American Stock Market.

London, February 1.

According to Reuter's correspondent at New York, the cotton market, on opening, experienced an unprecedented break, but recovered later.

The stock markets were similarly affected by the wildest selling since the war.

APPEAL TO FARMERS.

London, February 1.

Mr. Prothero, President of the Board of Agriculture, speaking at Maidstone on the fixing of product prices, appealed to farmers to cultivate to the greatest extent so as to induce India, Egypt and the Dominions to follow their example, to sacrifice war profits, and to enter into a great movement whereby we shall be able to snap our fingers at Chicago speculation.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE WESTERN FRONT.

French Aerial Activity.

London, February 1.

A French communique says that a French air squadron bombed railway stations and depots at Cuchy and Voyance, and bivouacs east of Neale.

A French aeroplane gun fired fifty shells on cantonments at Mesnil, Saint Nica's, and Herly, on the Somme.

THE RUSSIAN FRONT.

Further Successes Recorded.

London, February 1.

A Russian wireless official message says:—"Despite asphyxiating gas and frost, we cleared the enemy out of the Kalocem high road and re-occupied trenches."

We frustrated on Wednesday three attacks against the heights eastward of Jakobeni, having taken prisoners there on Tuesday of more than a thousand.

MORE SINKINGS.

London, February 1.

The sinking of the following steamers is announced:—Cambrian Range (British), Foxlodouro (Portuguese), Argo and Hallbjorg (Norwegian), a British trawler and a Danish schooner.

The Cambrian Range was sunk by a German raider before January 17.

RUSSIAN NAVAL CAPTURES.

London, February 1.

A Russian wireless official message says:—"Our warships captured five boats near Antolis."

TURKEY AND THE ARABIC LANGUAGE.

London, January 31.

Reuter learns that the Turks are trying to suppress the Arabic language, and also to eliminate Arabic from the Mohammedan religion by introducing non-Arabic prayers.

THE KING AND TERRITORIALS.

London, January 31.

His Majesty the King, in his letter to the Lords Lieutenant, referring to the Territorials, says:—"It is with much pleasure that I welcome this opportunity of thanking them with all my heart for their services."

MR. ASQUITH SPEAKS.

London, February 1.

Mr. Asquith, in a speech at Ladybank, said victory for the Allies was inevitable. The notion that the struggle was about to end in a stalemate was a mere dream. He urged all to subscribe to the utmost to the War Loan, and also the necessity of mobilising and organising labour.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

CLAN STEAMER A TOTAL WRECK.

London, January 31.

Lloyd's report that the steamer *Clanshaw*, which struck a mine and went ashore on 23rd inst. has since broken her back and is a total wreck. Her salvage has been abandoned.

MORE TURKISH BARBARITY.

London, January 31.

Reuter learns authoritatively that the Turks are deliberately endeavouring to exterminate the Arabs similarly as in the case of the Armenians. A military cordon surrounded the whole Lebanon region keeping out food, with the result that half the population has died of hunger.

The Turks devastated Syria and Palestine and deported numerous illustrious Arab families, after hanging the leaders wholesale whether pro-Turk or anti-Turk.

Arab soldiers were sent to the worst fronts, and those who escaped conscription, deportation and hanging were forced to accommodate typhus-stricken Armenians.

GERMANY TO LOSE HER COLONIES.

London, January 31.

Mr. Walter Long, in a speech at a War Loan meeting held at Westminster Hall, said:—"I speak with responsibility and as a representative of the Overseas Dominions, who are the pride and glory of the Empire to-day, when I say 'Let no man think the struggles whereby we acquired the German Colonies, have been fought in vain. Let no man think that those territories shall ever return to German rule.'"

SPANISH MAJOR'S INDISCRETION.

Madrid, January 31.

The Military Tribunal has abandoned the proceedings against Major Francisco, of the General Staff, for his alleged unneutral utterances; but the Captain General has ordered him two months' detention as a disciplinary measure.

(Continued on page 8.)

A CHILD HEROINE.

Baby Saved During a Zeppelin Raid.

At the London Mansion House a few weeks ago the Lord Mayor presented a gold wristlet watch, the gift of the Carnegie Hero Trust Fund, to a little girl aged thirteen, for exceptionally heroic conduct on the occasion of a Zeppelin raid.

Sir William Treloar, in asking the Lord Mayor to make the presentation, said that the little girl, on the night of the raid, was sitting up with her grand-mother waiting the return of her parents, who were out for the evening. At the top floor of the house a baby had been put to bed. The bomb fell very close to the house, causing considerable damage. The first thought of this little girl was for the baby on the top floor, and she rushed upstairs and rescued it.

By this time the stairs were rocking, and some of the steps had disappeared, and she could not walk down. Still clutching the baby, she slid down a ransom and got into the street. Here, in the excessive darkness, all lights having been extinguished, she knelt down and prayed. She then made her way to a hospital, where the baby was taken into safe custody, and the surgeon, on examining the girl, found her bleeding and wounded, and subsequently a piece of glass was taken from her ear.

The Lord Mayor, in presenting the watch, said he hoped she would grow up ever having before her the ideal which she had already displayed so well—the performance of duty and thought for those who were weak and helpless.

FORTHCOMING MARRIAGES.

Among the forthcoming marriages announced are those of:—

Mr. Benjamin E. Branch, Official Mesurer, staying at the Hongkong Hotel, to Miss Henrietta A. Schmidt, of Beaconsfield Arcade.

Mr. Ernest M. Wood, of Canton, architect, to Miss Christina Gittins, of 75, The Peak.

Fleet Paymaster.

Staff-Paymaster A. E. Ayles, B.N., has been promoted to fleet paymaster. He became an assistant clerk on Jan. 15, 1893, and reached the staff-paymasters' list on Dec. 9, 1912. He served in the China War of 1900, and was awarded the Victoria Cross for his services in the relief of Peking, receiving the China medal and the Peking clasp. He qualified as a Russian interpreter in October, 1902, and as such accompanied the crews of the *Varing* and *Korai-s*, sunk at Chemulpo, from Hongkong to Colombo in the steamer *Namsang* in 1903.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

TO-MORROW.

Union Waterboat Co.—Shareholders meeting—11.30 a.m.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinema—9.15 p.m.

Monday, February 5.
Piano Recital at Government House—9.15 p.m.

Saturday, February 10.
Kowloon Land and Building Co.—Shareholders meeting—11 a.m.

Hampshire's Estate and Finance Co.—Shareholders meeting—noon.

NOTICES.

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GENERAL NEWS.

Formerly Auditor to T.K.K.
Mr. R. J. McGinnis, who was
auditor for the Toyo Kisen Kaisha
in Yokohama for several years,
died in San Francisco on
January 1. Mr. McGinnis lived in
Yokohama up to 1910, when he
went back to America and bought
a ranch in the Santa Clara Valley.
Later he moved to San Francisco.
Last winter Mrs. McGinnis died,
and Mr. McGinnis never recovered
from the despondency caused by
this loss. His death was unex-
pected, for while he had not been
in the best of health he had not
been seriously ill. He leaves no
family.Indian Politics-Forthcoming
Changes.Delhi, January 2.-Major A. B.
Micochin, First Assistant to the
Resident, Hyderabad, will take
long leave in February next. He
will be succeeded by Mr. A. N. L.
Carter, now First Assistant to
the Agent to the Governor Gen-
eral in Baluchistan who in turn
will be replaced by Major R. H.
Chenavix Trench, Assistant
Secretary, Foreign and Political
Department, Captain W. G.
Neale, at present Second Assistant
to the Agent to the Governor-
General in Rajputana, will succeed
Major Chenavix Trench at the
Foreign Office.Coping With the Submarine
Menace.Speaking at Birkenhead re-
cently Mr. Bigland, M.P., said
that though the German sub-
marine campaign was serious
enough, there was nothing to
worry about. Their efforts were
to frighten Britain to make a pre-
mature peace, but they had made
a mistake there. The long-dis-
tance submarine was not the
wonderful craft the public imag-
ined. The one difficulty the Ad-
miralty had was in tracing them.
Though it took some time, the
Admiralty was now able to move,
and he had every confidence that
we would soon be able to watch,
catch, and smash the submarine.

German Demoralisation.

Lithore, December 19.-The
London correspondent of the *Chief*
and *Military Gazette* cables:-
According to the "Central News"
five divisions attacked at Verdun
and found the enemy in most
places incapable of serious resist-
ance. There were numerous
maxims at Vacherauville where
fighting was lively, but not pro-
tracted. Vacherauville and Poivre
Hill were carried in one rush, the
enemy withdrawing in an orderly
manner. On Vacherauville Beaumont road, however, the French
suddenly surged up in the rear
of the enemy who fled in panic
abandoning everything.

An Offer from Burma.

Delhi, December 19.-A press
note issued on Tuesday says in
response to the offer made by the
Burma Government to provide
accommodation to the extent of
eight beds for Indian troops and
twenty for Europeans at the
Rangoon General Hospital, for
sick and wounded patients from
Mesopotamia, the Government of
India says that they greatly ap-
preciate the offer conveyed by
His Honour the Lieutenant-
Governor, but regret, owing to
the difficulty of arranging for the
distribution of invalids to Burma
from Overseas, they find them-
selves unable to take advantage
of it.

Japanese Troops at Hankow.

Since the first revolution in
1911, Hankow has witnessed the
gradual increase of the Japanese
troops who built strong barracks
in Chinese territory to the detri-
ment of the people, says *Peking*
Daily News. When H.E. Li Yuan-
hung was Tath at Wuchang, he
opened negotiations with the
Japanese Consul-General for the
withdrawal of the troops; but
without result. As there is per-
fect peace and order in Central
Yangtze and the standing of
Japanese troops at Hankow is not
allowed by Treaty, those Hupoh
M.P.s. in the two Houses of the
Parliament have interpellated the
Government, wishing to know the
reason why the Japanese troops
are permanently stationed in Chi-
nese territory without cause.For a good solid meal a la
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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$28 per annum. Weekly issue—\$13 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

DEATH.

MATHER.—At Brondesbury, London on 1st February, 1917, Kate Huddleston Mather, age 62. Late of Hongkong.

The Hongkong Telegraph.

HONGKONG, FRIDAY, FEBRUARY 2, 1917.

IMPERIAL SOCIALISM.

In the course of an interview, of which Reuter cabled through a summary a couple of days ago, Sir Starr Jameson is quoted as having expressed himself as being agnostic to think how all present Governments had neglected to assist in the development of the Empire's vast wealth. The remark was made in connection with some considerations of the task which lies before the Empire Resources Development Committee, and it is one which re-echoes a feeling which many an Imperialist must have harboured for long years past. When we reflect on the great expenses of territory which have come under British control and dominion, in all quarters of the globe, the point inevitably asserts itself that, had we but willed it, we could have so utilised our inexhaustible resources as to have placed the Empire on an absolutely self-supporting basis. But, so far from following a policy of co-ordination and true co-partnership between the various units constituting our overseas dominions, we have been all too content to allow foreign interests to step in and reap the rewards which rightfully are our own. One may be pardoned for wondering if Germany, had she been in possession of our enormous advantages, would have remained willing to rub along on such haphazard lines.

But in this regard, as in the case of many another short-coming which the war has revealed, we can afford to forget the past, provided we are prepared to atone for our mistakes. And that (if the scheme foreshadowed in the interview to which we have referred is put into effect) we are apparently resolved to do. The central idea of the new scheme, we are told, is the development of the State, by the State, for the State. To achieve that end, it is realised that financial considerations are bound to play a large and important part, for without money—and an almost unlimited supply of it—there can be small hope of developing the now unexploited potentialities of our far flung Empire. One cannot help read the summary of the interview noted without having been struck by the thought that what is contemplated is an even greater extension of the principles of socialism than has already been applied to internal and industrial conditions in the Mother Country. We see that idea plainly outlined in the statement that, for the present, the Committee is avoiding the antagonising of vested interests, "but it is believed to be feasible that existing individual enterprises, where involved, could participate as co-partners with the State upon an increased profit basis." Reading between the lines, one can detect a suggestion that the State is willing to co-operate with individual interests so long as such co-operation tends to the common good, but that, if necessary, and if it can secure the practical assistance of the people, it will not hesitate to put its foot down on profiteering combinations which exist solely for the benefit of those whose one aim in exploitation of the Empire's wealth is individual gain.

Already in land development, fisheries and the palm oil trade the Committee has prepared an excellent *prima facie* case favouring State development of those industries, and we may take it for granted that the principles upon which this conclusion is founded will, if found practicable, be applied in other industrial spheres as well. One point which we are particularly pleased to observe is that the probability is mentioned of arrangements being made for public investment in these State-aided industries on lines similar to the facilities available in connection with the War Loans. In this way, Britishers can secure a personal stake in the Empire's wealth, and, with the security provided by Government backing, they need have no fears that their investments will be in jeopardy. The whole scheme appears to foreshadow a practical application of the best features of what is commonly termed socialism.

War Savings.

Yesterday we received, too late for publication, a letter from the Union Insurance Society of Canton, Ltd., which Company is undertaking the secretarial work in connection with the Hongkong and South China War Savings Association. The gist of the communication is that all money deposited with the Association will be invested in sterling or in Straits currency at the rate of exchange ruling at the time of investment, and repayment will be made in a like manner or in Hongkong dollars at the rate prevailing when such repayment is made. This clears up a point concerning which there appears to have been some measure of doubt, and, incidentally, it illustrates the great advantages which the Association offers to those who are seeking a safe and remunerative investment for any spare funds which they may possess, while being at the same time anxious to render practical assistance to the State for the successful prosecution of the war. The War Savings Association has been formed for the benefit of people of ordinary means, who, if they pass on to it any sum they wish to invest, will be relieved of the arrangement of all annoying details when it comes to seeking a beneficial outlet for money which would otherwise remain in the bank. All the work in connection with the scheme is gratuitously discharged, and if the public of Hongkong does not utilise the Association to the extent which it should, then we may be pardoned for wondering what has become of its shrewdness or its patriotism.

More Threats.

Germany still persists in thinking to the very last that, by breathing forth threatenings and slaughter, she can intimidate the Allies. She forgets that it is only such people as her own that can be frightened out of, or into, a certain course. With the average man, a threat is positively the last deterrent in the world. Ask him nicely and politely to desist from a certain line of action, and it is quite possible that he may oblige; threaten him, and you merely put him on his mettle, and he scornfully asks you to make good your menaces. With the German it is the reverse. He is a born "bloff" and therefore can himself easily be bluff—and, as is customary with him, he measures other folk's scorn by his own bushel. Side by side with Germany's threats, too, comes her contemptible whining to the United States about Britain's "misuse" of sea power, and the consequent hunger among German women and children. There was a time when this pretty little story would have found America ready to swallow it; but it is wise now to talk of the sufferings of women and children to neutrals whose own women and children have been pitilessly drowned by German "sailors"?

The Answer.

It strikes us very forcibly that von Bethmann-Hollweg will not have to wait long for an answer to his swashbuckler talk. The Allies know their own power and resources; they know that they have the whip hand of this yelping cur; and, the more he yelps, the more vigorously are they likely to lay on. Our munition-makers and our mine-layers are at this very moment preparing the answer. Had some of the foolish persons who figured in the late Government at Home listened to the voice of reason, Lord Robert Cecil would not have been saying, a couple of days ago, that the blockade "was nearly complete." Nearly complete after exactly two and a half years of war! Let us admit frankly that the British Ministry's own stupendous folly is mainly responsible for the fact that the conflict has endured for so long. Had we armed our merchant ships from the beginning, and had we troubled ourselves a little less about the "inconvenience" to which our blockade was likely to subject neutrals that have been too proud to fight, but by no means too proud to coin billions of dollars out of the war, Germany would have been starved into submission ere this. Heaven be thanked we have come to our senses at last.

DAY BY DAY.

WHAT'S DONE WE PARTLY MAY COMPUTE, BUT KNOW NOT WHAT'S RESISTED.—BUTZ.

The Dollar.
The opening rate of the dollar "demand" to-day was 2s. 4.5/10d.

To-morrow's Anniversary.
To-morrow is the 87th anniversary of the birth of the late Lord Salisbury.

Sir Matthew Nathan.
Sir Matthew Nathan has been appointed Permanent Secretary to the Ministry of Pensions.

Long Service Medal.
His Excellency the Governor has been pleased to award to Company Sergeant Major Alfred John Mackie, H.K.V.O., the Colonial Auxiliary Forces Long Service Medal.

Fell Down Ship's Hold.
It has been reported to the Police that a coolie has been sent to the Government Civil Hospital suffering from injuries received through falling down the hold of a ship in the harbour.

Factory Fire.
At 11.30 yesterday morning, a small fire broke out at the Wei Knitting Factory, Causeway Bay, owned by Messrs. Shewan, Tomes and Co. The fire was extinguished by the employees, the damage being estimated at \$200.

Victoria Theatre.
Last night, for one night only, the Victoria Theatre screened a five-part film which has made a great sensation in America: "A Daughter of the People." To-night there is a complete change of programme, and further episodes of the popular picture: "The Iron Claw" will be shown.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Mat Baga Guild, \$75; Wesleyan Chinese Church, \$23.13; Rhenish Mission Church, \$10.

New Fellows of the R.C.I.
The following gentlemen have been elected non-resident Fellows of the Royal Colonial Institute:—Mr. Joseph Gould, Hongkong; Mr. John E. Hall and Mr. David Jephson, Shanghai; Mr. Colin H. Miller, Federated Malay States; Mr. Edward Taswell Campbell, Java; Mrs. B. A. Gould, of Hongkong, has been elected an Associate of the Institute.

Theft of Needles.
Before Mr. J. B. Wood, at the Magistracy this morning, a Chinese was charged with stealing 21 tins of needles, each tin containing 10,000 needles, and valued at \$32 each tin. Defendant stole the tins from his master's shop at 121, Queen's Road West, and sold them very much under price. He was sentenced to six months' hard labour. Four other men, charged with receiving, were remanded until Monday. Mr. Agassiz appears to prosecute.

The Late Mrs. Mather.

We regret to record the death, at Home, of Mrs. Mather, widow of the late Mr. H. L. Mather, at one time in the Government Service in Hongkong. The deceased, who was about 62 years of age, was very well-known in Hongkong and the China coast generally, having resided for about 35 years in the Colony. About ten years ago she left Hongkong for Home, and, with the exception of one trip out East, has lived there ever since. She has a son at the present time a chief engineer in Messrs. Butterfield and Swire's shipping service.

Barrack-store Theft.

A lamp trimmer, formerly employed at Wellington Barracks, was charged before Mr. J. B. Wood, at the Police Court this morning, with breaking into the stores there. It was stated by Inspector Sim that in December last the stores were broken into, and on December 31, the same thing occurred. This time defendant was seen running away, and, although he got away, he dropped a key of the stores. Yesterday the defendant was seen in Wing Fung Street and was arrested. A quantity of stores was missing. Defendant admitted the offence and said the key was given him. His Worship sentenced him to six months' hard labour.

REVIEW.

THE RULES OF PRIVATE INTERNATIONAL LAW DETERMINING CAPACITY TO CONTRACT, by T. T. Chao. London: Stevens and Sons, Ltd. 7s. 6d.

The author of this little treatise, who, we understand, is shortly returning to the Colony, may be congratulated on a well-reasoned and conscientious attempt to reduce to something like precision the main principles of a subject which is, and perhaps must always to a certain extent remain, in a state of flux. The rules of "Private International Law" (so-called) are difficult to analyse and more difficult still to formulate, and the writer at the beginning is at great pains to find a definition of legal "capacity" which (using rather shorter terms than the author's own) may be stated as a qualification conferred by law on the average citizen to bind himself in his relations with others.

This involves an extremely academic discussion of terms as well as of authorities, but a large portion of the book is devoted to the more particular, and, to the lay reader (if such should care to approach the subject), rather more interesting consideration of "capacity to marry," and, incidentally, to the question whether marriage is or is not in its essence a contract; with the result that, though the author himself evidently inclines to the view that it is a "status" rather than a "contract," he finds it impossible to ignore the fact that in English law it is looked at very much in the light of a contract.

One of the chief principles emphasised by the writer, and it is a principle which there is a tendency sometimes to overlook, is that each country is entitled to regard or to disregard, at its absolute pleasure, the laws of foreign states (unless specifically bound by treaties) and if it chooses to adopt or to countenance, for any particular purpose, or for any particular occasion, the provision of a foreign code, it is not, in doing so, to be considered as holding itself bound by such foreign law, but rather as making such law its own for that purpose or for that occasion. The old theory of the "ubiquity of law"—meaning a personal status (a sort of "nimbus") that accompanied each person wherever he chose to wander, and in whatever community he might elect to settle himself, whether as a transient or a permanent member—has in modern times been entirely discarded, and the State is deemed free to deal with the status of each foreigner within its gates rather from the point of view of protecting its own subjects than from that of consideration of the rights of the foreigner himself attributed to him by his *lex patrie*.

The book, perhaps, suffers from the attempt to compress within some 130 small pages the chief bearings of a subject which has been dealt with at much greater length by a considerable number of writers of eminence (Dicey, Foote, Maine, Phillimore, Story, Westlake and Wharton among modern writers); but criticism on this side is disarmed by the author's own disclaimer of any pretension that his treatment of the subject is exhaustive, and one is more inclined to applaud the courage of his attempt than to quarrel with any condensation of his argument, especially as one may assume that Mr. Chao is writing in a language, and quoting from and criticising works written in a language, that is not his native tongue.

Having paid him this tribute, one may be pardoned for questioning the wisdom of his method in introducing into the body of his text quotations and references which, in a work of this kind, are usually relegated to the foot of each page. They form, sometimes, inconvenient parentheses, which break in awkwardly upon the sequence of the argument, as will be gathered from the fact that in one case a sentence is interrupted by a parenthesis which starts in the middle of one page and continues half-way down the next. However, this is not a serious blemish on a work which sets out to be a "treatise" rather than a book of

CORRESPONDENCE.

(The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph.")

RACE SWEEPS.

[To the Editor of the "Hongkong Telegraph."]

Sir,—The Police Reserve is sending out invitations to the public generally to attend at its Headquarters Club for Selling Sweeps for the forthcoming Race Meeting. I wonder if it has occurred to the Police Reserve Authorities that it is hardly the correct thing to run these sweeps when part of their duties is to stop gambling amongst the Chinese, and apart from laying themselves open to criticism, it does not appear to be the proper example to be expected from this force. Another point worthy of attention is that these sweeps may be the means of placing temptation in the way of the young men of small means, of which the Police Reserve is largely composed, and it may even lead to distress.

In one Club at least, pressure was brought to bear on the Committee to abandon similar selling sweeps, after having actually held a few drawings, on the contention that it was injurious to the morals of the younger members. Would not the holding of selling sweeps under the auspices of the Police Reserve be just as likely to have the same effect on their younger members?

Yours etc.

A FATHER.

Hongkong, Feb 2, 1917.

MEN'S CLUB.

An Enjoyable Entertainment.

Two hundred military men thoroughly enjoyed a splendid entertainment, which had been arranged for them at another social evening at the Men's Club on Wednesday. The programme, kindly provided by men from Mount Davis and Lyemson, went with its usual hearty swing from start to finish, and there was not a dull moment throughout. A very attractive turn was given by Sapper Cooke, R.E.V.C., who mystified and amused his audience by a series of very clever sleight-of-hand and card tricks. Other items of high merit were given by Gr. McQuade (violin), Gr. E. Jones (tenor), B. Wainwright (comic), Sgt. McGregor, R.E. (comic), and Bdr. Cooper (comic), each of whom appeared twice during the evening and received an enthusiastic encore on each occasion. Where all were so good, it is impossible to pick out individuals for special mention. Accompaniments were ably played by Gr. Sillocks, from Mount Davis, and Opl. Smith, from Lyemson. A gramophone and some excellent records, kindly lent by the Robinson Piano Co. and Mr. Mitchellmore, took the place of an orchestra, and the General Secretary of the Club, Opl. E.A. Morris, acted as M.C. and received much valuable assistance from many efficient helpers, including Opl. Holland, Opl. Armstrong, Opl. Jones, Pte. Oullis and others. The National Anthem and three cheers for the performers brought an enjoyable evening to an end.

As it has been found necessary to wind up this series of winter socials, a special concert, to mark their close, has been arranged for next Wednesday, February 7. The programme will begin at 7.30 with a Chinese acrobatic display, to be followed by star turns from start to finish. H.E. the Governor and H.E. Major-General F. Ventris have intimated their intention to be present, and it is hoped that the many friends of the Men's Club will honour the occasion by their presence.

reference, and is not intended (presumably) for readers outside the legal profession.

The Table of Contents which prefaces the text, and the summary of the author's copulations which forms the first chapter, are excellent features, and the book may be commended to all who may desire an up-to-date statement of the rules now considered as governing private relations between persons of different nationalities presented in a convenient form.—*Specially commended.*

TO-DAY'S MISCELLANY.

The late Sir Roland Vaughan Williams was one of the few survivors of the old school of English judges, says the *Daily News*. He combined in a rare degree legal erudition and a fine grasp of legal principles. He was at his best in unravelling the tangled skeins of a shady commercial or financial transaction, and his success in this direction may be gauged by the fear and dislike with which a certain type of financiers regarded him. Unlike most judges, who are dapper men, he cultivated a fine carelessness of attire, and usually walked about in a loose shooting coat, with boots which suggested a not too prosperous farmer rather than a man of law, and a felt hat, which in those days was not fashionable. No-one, I believe, ever saw him carry a walking-stick or an umbrella. It would not have been easy for him, for he generally had his left hand deep in a waistcoat pocket. His likeness to a well-known picture of Reynolds was often remarked. At the Bar he was affectionately known as Boly Poly.

Unconscious humour in places of worship does not always come from the pulpit, says the *Daily Chronicle*. At a church where the selection of the hymns formed part of the organist's duty, the feelings of the minister who had just delivered a fiery sermon upon "Hell" may be better imagined than described when, on its conclusion, the organist began to play the hymn tune "What must it be to be there?" Equally inappropriate to the occasion was the musical number selected to follow a tediously long sermon by the pastor (who was no orator), the anthem "Now it is high time to awake out of sleep."

One does not lightly criticise Mr. H. G. Wells, especially on his mechanical and scientific knowledge, remarks the same paper. There was however one amusing mistake—or perhaps a printer's error!—in his most enlightening article on "Tanks." Talking of the possibility of the monster having to retire, Mr. Wells states: "It will then halt and spin slowly round, grinding out an area of desolation with a circumference equal to its length." Now, a body revolving on a pivot would describe a circumference equal to just over three times its length—3.1417 times to be more exact. Presumably Mr. Wells meant diameter and not circumference.

We get an amusing glimpse of life at Spencer House—the latest mansion placed at the disposal of the Government—in the letters of Lady Sarah Spencer, daughter of the second earl. In May 1898 Lady Sarah writes from Spencer House to her brother: "The event of the greatest importance I know of to-day is the arrival and down-laying of a beautiful new carpet in the drawing room. It affords conversation to all the visitors, and afforded Mamas an excuse for turning out Lord Balfour's great dog, whom he had brought with him, two very good efforts to be produced by a new carpet. Alas, poor carpet! In how short a time will it be trod and spit upon by dogs and men, without scruple, and never thought of from week's end to week's end!"

Mr. Lloyd George's oratory, we may be sure, differs from that of the elder Pitt, with whose position our new Prime Minister is now comparable, observes the *Chronicle*. Pitt's prepared speeches were a lamentable failure. He was a brilliant extemporiser. But sometimes his desire to reveal secrets got the better of him, so that he was in dreadful anxiety lest some important thing might escape that it was not desirable to reveal. One of his admirers said about his style: "He was prolix in the whole texture of his discourse, and he was certainly the first to introduce into our Senate the practice adopted in the American War by Mr. Barker, and continued by others, of long speeches, by which oratory has gained little and business lost."

LATE MR. OTTO KONG SING.

Appreciative References at the Supreme Court.

Before the usual business was proceeded with at the Summary Court this morning, sincere eulogies were paid to the late Mr. Otto Kong Sing, who for a very many years has been a familiar figure at these Friday morning sittings to fix the dates for pending cases.

The Chief Justice said:—Mr. Crown Solicitor and members of the legal profession.—Before proceeding with the work of the Court, I desire to say a few words to the Court with reference to the death of Mr. Otto Kong Sing. A week ago he was amongst us, apparently well and in the full pursuit of his work. Little did we think that that would be his last appearance in Court. He has practised for many years in the Colony, and my learned brother's experience enables him to speak with greater knowledge of Mr. Kong Sing than I can claim to do. He, however, frequently came before me in Chambers, and I desire to testify to his worth as a straightforward and conscientious advocate, and a most courteous man. He died at too early an age, but, as most of us would desire to do, in harness. There is a sad gap in the ranks of the profession, and I desire to express genuine regret at his death.

Mr. Justice Gompertz said:—As one who has known Mr. Otto Kong Sing for many years, he having practised in this Court for about 15 years, my experience of him is such that I have regarded him as a personal friend. He was thoroughly well up in his work here, was clear-headed and fair-minded. He was an upright and honourable gentleman, and it will be difficult for the junior branch of the profession, to replace him. He will be greatly missed.

As Crown Solicitor, Mr. Wakeman first replied. He said:—We thank your Lordships for the remarks you have made on the sad death of Mr. Otto Kong Sing. As the representative of the Crown Solicitor's Office in this Court, it has been my privilege to work with Mr. Otto Kong Sing, and I have always found him a most straightforward and honest gentleman, and one who has always upheld the best traditions of the profession.

Mr. E. J. Grist said:—As the senior solicitor present, might I be permitted, on behalf of myself and the other solicitors practising in this Court, to tender to your Lordships our thanks for the words which have fallen from your Lordships, which I sincerely endorse? I have known Mr. Otto Kong Sing personally ever since he came into the Colony, about 15 years ago. He was an upright, honourable, and straightforward gentleman, and through his loss, through his death, the Colony has lost one of the best types of solicitors.

SNATCHER PUNISHED.

Police Reservists Commended.

In a case in which a Chinese was charged with the larceny, from a small girl, of a gold-mounted retian bangle, it was stated before Mr. O. D. Melbourne, at the Police Court this morning, that the girl was going upstairs at a house in Stanley Street, when the man pulled her down and snatched the bangle from her wrist. She called out and chase was given by P. O. (R) 68. The man made off along Des Voeux Road, and Chief Inspector Roylance, of the Police Reserve, who was on a tram-car and heard police whistles, jumped off the car and effected an arrest.

In sentencing the man to six months' hard labour, four hours' stocks and 10 strokes with the birch, Mr. Melbourne commended the constable for his action and said that Chief Inspector Roylance's conduct was also highly commendable. Had it not been for him, probably the man would never have been brought to justice.

THE COMING RACES.

A Larger Entry Than Last Year.

To-day we have received draft copies of the programme for the forthcoming Race Meeting. There is a very satisfactory entry, 43 stables being represented as compared with 39 last year, while the entries total 110, against 104 twelve months ago.

For the Derby there are 30 entries, as against 23 last year, these being as follows:—

Messrs. Beith & Ross' Yid	10 12
Mr. Dynasty's King Ben	10 8
Mr. Ezra's Victory	11 7
Mr. Ezra's Iron Duke	11 7
Mr. Ezra's Warrior	11 4
Mr. Henry Humphrey's Town Mouse	10 9
Mr. Henry Humphrey's Brown Mouse	11 4
Mr. Henry Humphrey's Tittle Mouse	10 9
Mr. Ellis Kadoorie's Formosa Chief	11 1
Mr. Ellis Kadoorie's Esux Chief	10 12
Mr. Ellis Kadoorie's Russian Chief	10 9
Messrs. Logan and Baeto's Glorious Pearl	10 9
Messrs. Logan and Baeto's Louisiana Pearl	10 12
Messrs. Logan and Baeto's Bright Pearl	10 9
Mr. Mac's Black Prince	11 4
Mr. Mac's Banjo	11 1
Sir Paul's Victory Dahlia	11 1
Sir Paul's Oswald Dahlia	10 12
Sir Paul's Choice Dahlia	10 12
Mr. John Peel's Silver Streak	10 9
Mr. John Peel's Star of Doon	10 9
Mr. John Peel's Jacobite	11 1
Mr. Soares' Herolani	10 12
Mr. Soares' Warriorini	10 12
Mr. Soares' Aerialini	10 12
Mr. Soares' Sincis	11 4
Mr. H. P. White's Hejji	10 12
Mr. H. P. White's Mazar	11 1
Messrs. H. P. White and N. J. Stabb's Capilano	11 1
Messrs. H. P. White and N. J. Stabb's Foxrot	10 12

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (Reserve), state:—

Musketry, Part 1, 1917 Course.

All recruits of No. 2 Company who have joined since Saturday, January 20, are warned to attend the range on Sunday next, February 4, leaving Blakely Pier at 9 a.m. Section Commanders will warn their men accordingly.

Company Parades 5.30 p.m.

Uniform, helmets and spikes, and rifles.

Tuesday, February 6.—Nos. 3 and 4 Companies and Ambulance Platoon.

Wednesday, February 7.—No. 1 Company and Maxim Gunners.

Thursday, February 8.—No. 2 Company and Band.

No exemption is to be granted from these parades except by the undersigned.

Inspection.

His Excellency the Governor will inspect all ranks on Saturday afternoon, February 10. Detailed Orders will be issued. No absence will be permitted except on the certificate of the Surgeon Superintendent.

Police School.

No Police School will sit during the week commencing Monday, February 5.

CRICKET.

K. C. C. v. Military Team.

At 2.30 p.m. on Saturday at King's Park, these teams met. The K. C. C. team will be:—H. Overy, Dr. O. Foreyth, J. O. Fletcher, L. J. Blackburn, W. L. Weaver, B. D. Evans, J. H. Mear, W. T. Elson, K. Macaskill, J. V. Braga and E. J. Edwards.

Craigengower v. R. G. A.

The following will represent Craigengower against the R. G. A. to-morrow, on the Craigengower ground commencing at 2.15 p.m.:—L. A. Rose, R. G. Southern, D. Goodall, B. W. Bradbury, F. G. Thompson, J. S. Graham, R. Pearson, J. J. K. Kharas, J. D. Norris, and F. Schnepel.

SUSPICIOUS I.O.U.

Suggested Obiteration of Figures.

At the Summary Court, this morning, the Chief Justice gave judgment in a case in which an Indian claimed the sum of \$95 for money lent.

His Lordship remarked:—I regard the I.O.U. as a very suspicious document, and I am not at all sure that some of the figures have not been obliterated. I shall refer the matter to the Crown Solicitor for his consideration.

Plaintiff:—May I not say something for myself?

His Lordship:—You may, but I want you to understand that I am not going to express any opinion. I shall leave the whole matter in the hands of the Crown Solicitor.

Plaintiff:—I swore as to the fact that I advanced the sum of \$95 to defendant. He took away the I.O.U. and filled it somewhere else. It was not written in my presence.

His Lordship:—The defendant says that he signed an I.O.U. for \$25 and that the figures have been altered. I shall adopt the course I have already stated, and shall give judgment for defendant with costs.

VOLUNTEER RESERVE ORDERS.

Order No. 7, issued to-day by Major Wakeman, Commanding H.K.V.R., states:—

Detail.

On duty from the morning of Sunday the 4th February to the morning of Sunday the 11th February, H.K.V.R. Next for duty, "A" Coy. H.K.V.R.

Orderly Officer, Lieut. Evan Jones.

Parades.

Monday, 5th instant:—Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order. Signalling Section at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor Lee. Cpl. G. Lloyd. Dress: Clean fatigues. Machine Gun Section at Wellington Barracks at 5 p.m. under Instructor Sergt. Bowles. Dress: Clean fatigues.

Tuesday, 6th instant:—"A" and "B" Coes on the road outside the Law Courts at 5 p.m. Kowloon and Tai Koo Sections on the Polo Ground at 5.15 p.m. Dress: Drill order. Semaphore Class at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor Lee. Cpl. G. Lloyd. Dress: Clean fatigues.

Wednesday, 7th instant:—Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order. "D" Coy. at the Peak Tramway Bridge on Kennedy Road at 4 p.m. for Musketry at the Miniature Range. Dress: Clean fatigues.

Thursday, 8th instant:—Recruits on the Cricket Ground at 5 p.m. under Instructor Sergt. Oxberry. Dress: Drill order. Machine Gun Section at Wellington Barracks at 5 p.m. under Instructor Sergt. Bowles. Dress: Clean fatigues. Mounted Section at Jockey Club Stables at 5 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor Lee. Cpl. G. Lloyd. Dress: Clean fatigues.

Friday, 9th instant:—"A" and "B" Coes on the road outside the Law Courts at 5 p.m. Kowloon and Tai Koo Sections on the Polo Ground at 5.15 p.m.

Dress: Drill order. Semaphore Class at Volunteer Headquarters at 5.15 p.m. under Signalling Instructor Lee. Cpl. G. Lloyd. Dress: Clean fatigues.

Sunday, 11th instant:—"A" and "B" Coes. Signalling and Machine Gun Sections on the Cricket Ground at 8.30 a.m. Drill order with topees.

Transfer.

No. 635 Etc. W. G. Hagher is transferred from Coy. "A" Platoon No. IV Section 16 to Coy. "B" Platoon No. VI Section 8.

Strength.

Pte. W. A. Howells having joined is allotted Corps No. 636 and posted to Coy. "A" Platoon No. IV Section 16.

Pte. N. S. Brown having joined is allotted Corps No. 637 and posted to Coy. "A" Platoon No. I Section 1.

Pte. D. Murphy having joined is allotted Corps No. 638 and posted to Coy. "D".

Agents for Hongkong, Messrs. A. S. WATSON & Co., Ltd.

DAIRY FARM NEWS.

POULTRY.

OUR HOUSE FED CAPONS AND CHICKENS ARE THE BEST IN THE EAST.

TENDER EATING, DELICATE FLAVOUR.—TRY THEM.

MISSIONS TO SEAMEN.

At Work Among Mine-Sweepers.

The collections at St. John's Cathedral on Sunday next will be on behalf of the Missions to Seamen, and the money will be earmarked for the support of chaplains and institutes for mine-sweepers at important bases at Home.

The crews of our warships, mine-sweeping trawlers, transports and merchant vessels, and the men of the Royal Naval Brigade in Holland are all cared for by the chaplains and other workers of the Society at its seamen's churches and institutes in 110 ports at Home and abroad. A sum of £1,000 is needed at once for the support of chaplains and institutes for mine-sweepers at important bases.

YOUR BREATH.....?

Is it offensive? Is your tongue as clean as it should be in the morning? If not let

PINKETTES

help you. They dispel Constipation, correct torpid liver, bad breath, foul tongue, bilious headaches. As gentle as nature. Of all chemists, or 80 cents the pill, post free, from Dr. Williams' Medicine Co., 98 Se-chuen Road, Shanghai.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Undersigned beg to intimate that they have now opened a Branch Office in Hotel Mansions, Hongkong. (Signed) Anderson, Meyer & Co., Ltd.

WANTED.

WANTED.—By a British Mercantile Firm an ASSISTANT who understands Imports and Exports. Good Salary to competent man. Apply G. L. N. c/o "Hongkong Telegraph."

TO BE LET.

TO BE LET.—First class FURNISHED ROOMS, suitable for Single Men, or Married Couples, with or without board. Electric Light and Bells, use of Telephone. Terms moderate. Tel. No. K 3. Apply T. E. Hall, Palace Hotel, Kowloon.

HAUNTED BY PAIN!

Are you walking and sleeping hours haunted by the awful dread of the worst reality of bodily pain? Headache, backache, toothache, neuralgia, sciatica, rheumatism, sore throat, and other external aches and pains are quickly soothed and cured by

LITTLE'S ORIENTAL BALM. Simply rub it in where the pain is. No more tortured days, or feverish nights.

Strains, sprains, and swellings, sore neck, crick in the back—all must go when you rub in LITTLE'S ORIENTAL BALM. It has dispelled forever the haunting spectre of human suffering.

Sold at 1s. per bottle. Of all Chemists and Medicine Vendors throughout India.

SAKURA BEER



SOLE AGENTS: SUZUKI & CO. TEL. 468 ALEXANDRA BUILDING.

TO-DAY'S ADVERTISEMENT.

G. R.

SANITARY BOARD OFFICE, HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The Board is prepared to limewash FREE OF CHARGE a limited number of Buildings in these Divisions. OWNERS who wish to avail themselves of this offer should apply in writing to the Secretary on or before the 7th of February.

Choice among applicants will be in the absolute discretion of the President.

The WESTERN Division of the City lies to the West of Tank Lane and Cleverly Street. Dated this 1st day of February, 1917.

ADAM GIBSON, Secretary.

"VIYELLA"

DAY SHIRTS WHITE & STRIPED WITH COLLARS TO MATCH.
TENNIS SHIRTS WHITE WITH COLLARS ATTACHED.
PYJAMAS PLAIN & STRIPED IN ALL SIZES & WEIGHTS.

"VIYELLA" is exceptionally refined in appearance.

washes splendidly and does not shrink.

MACKINTOSH

Men's Wear Specialists, 14, DES VŒUX ROAD. TELEPHONE NO. 29.

Wm. Powell Ltd. TELEPHONE 346

TENNIS SEASON.

We have just received for the coming season a well assorted stock of

SHIRTS IN

TAFFETA, FLANNEL CELLULAR AND MATT.

SWEATERS

IN ALL SHAPES

MUFFLERS, SHOES, SOCKS etc.

TROUSERS

IN CASHMERE or FLANNEL 10.00 TO 16.00



NEW DANCE RECORDS

FOR

ANY SEASON.

Waltzes, One-Steps, Two-Steps, Lancers, Fox Trots, Tangos, Quadrilles, Barn-Dances, Reels. Etc. Etc.

THE ANDERSON MUSIC CO., LTD. 6, DES VŒUX ROAD. TEL. 1322.

WORTH HAVING.



D. & J. Mc. CALLUM'S PERFECTION SCOTCH.

AVOID IMITATIONS.



SOLE AGENTS: CANDE, PRICE & CO., LTD., TEL. NO. 135, 6, Queen's Road Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
LONDON & Bombay via Singapore, Penang, Colombo, Port Said and Marseilles.....			Connecting at Colombo with Australian Mail Steamer.
SHANGHAI, Moji and Kobe.....			Direct Service.
SHANGHAI, Moji, Kobe and Yokohama.....			Direct Service.
LONDON via Singapore, Penang, Colombo, Bombay, Port Said and Marseilles.....			Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, Dates of Sailings etc. apply to

P. & O. S. N. Co.'s office,
Hongkong, Jan. 2, 1917.

E. V. D. Parr,
Superintendent.



QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
in connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

30,000 tons Displacement, Quadruple Screw, Speed 21 Knots.

Largest and most Luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

Monteagle 10 Feb.	EMPRESS OF ASIA ... 12 Apr.
EMPRESS OF ASIA 15 Feb.	Monteagle 14 Apr.
EMPRESS OF RUSSIA 15 Mar.	EMPRESS OF RUSSIA 9 May.
Empress of Japan ... 28 Mar.	Empress of Japan ... 23 May.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. SUTHERLAND,
General Agent, Passenger Department,
Hong Kong.

J. M. WALLACE,
General Agent,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Jan. 2, 1917. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.
Subject to change without notice.

THE BANK LINE, LTD.,
General Agents,

or to REISS & Co. Canton
Hongkong, 2 Jan., 1917.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Agents.

Telephone No. 215.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Teneriffe		
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Awa Maru Capt. Hayashi T. 12,500	(WED., 7th Feb., at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane.....	Yokohama Maru Capt. Terada T. 12,500	(WED., 14th Feb., at noon.

CUTTIA via S'pore, F'ang & Rangoon.

BOMBAY via S'pore, Malacca & C'bo.

SHANGHAI, Moji and Kobe.....

SHANGHAI, Kobe and Yokohama

NAGASAKI, Kobe and Yokohama

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via Manila, S'ao Francisco, Panama and Colon.....

Wireless Telegraphy.
Telephone Nos. 292 & 293.

NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Korea Maru	18,000 - 18 knots	10th Feb.
Siberia Maru	18,000 - 18 knots	26th Feb.
Tenyo Maru	22,000 - 21 knots	6th Mar.
Nippon Maru	11,000 - 15 knots	24th Mar.
Shinyo Maru	22,000 - 21 knots	2nd Apr.
Persia Maru	9,000 - 14 knots	16th Apr.

1st class to London G3348 (271.10.0). return G4379. (2122).
to San Francisco G3350. return G4373.50.
*For this voyage the Persia Maru will call at Honolulu.
Special Rates given to NAVAL, MILITARY, CIVIL SEVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES.

Steamer Tons & Speed Leave Hongkong

For Full Particulars as to Passage & Freight, apply to

T. DAIGO, Agent.
KING'S BUILDINGS.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjisondari 16th Feb. S.S. Tjikembang 13th Apr.

Bintang 18th Mar. Arakan 14th May.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of

saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

*For particulars of Freight and Passage, apply to:-

JAVA-CHINA-JAPAN LIJN.

Managing Agents.

Hongkong, York Buildings.

Telephone No. 291.

Telephone No. 291.

Telephone No. 291.

Telephone No. 291.

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Telephone No. 291.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW/BANGKOK.....	Chenglu	4th Feb. at d'light
SHANGHAI.....	Anhui	4th Feb. at d'light
SHANGHAI.....	Sunning	6th Feb. at 4 p.m.
MANILA, CEBU & ILOILO	Teau	7th Feb. at noon
HAIPHONG.....	Sungkiang	9th Feb. at 10 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "ANSUI."

MANILA LINE—Twin Screw Steamers "....." and "....." Excellent saloon accommodation, amidehips, electric fans fitted; extra staterooms on deck aft on "....." & "....." SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "....." with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong Feb. 1, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini		1st Feb.	3rd Feb.	SHANGHAI
Tjibodas		7th Feb.	9th Feb.	Kobe

"All steamers fitted with Wireless Telegraphy."

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building. 115

Telephone No. 1574.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
All Steamers Fitted with Wireless Telegraphy.
For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

[Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	A. E. Hodgins	FRI., 2nd Feb. at 11 a.m.
Haiching	W. C. Passmore	TUE., 6th Feb. at 11 a.m.
Haichong	J. W. Evans	FRI., 9th Feb. at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
MANILA	Yuensang	Mon., 5th Feb. at 3 p.m.
SHANGHAI	Choysang	Tue., 6th Feb. at d'light
HAIPHONG	Taksang	Tue., 6th Feb. at d'light
SHANGHAI	Kwongsang	Wed., 7th Feb. at d'light
SHANGHAI, Kobe & Moji	Kutsang	Wed., 7th Feb. at d'light
MANILA	Loongsang	Sat., 10th Feb. at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light, and carry a fully qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the high ticket is only for Canton and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at other when inducement offers.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

COMMERCIAL NEWS.

Cotton Option Gambles.

For some time past various firms of the bucket-shop class have been running so-called "cotton options," which are mere bets on the fluctuations of prices in the cotton market. It is a species of gambling which goes on merrily enough so long as the public are losing collectively more than they win, but trouble is apt to arise if some unexpected movement of the market suddenly turns the tables against the parties acting as book-makers. Mandeville, Limited, have been engaged in this business, and in the past few days I have received two complaints from punters who have applied in vain for the settlement of the accounts. One says that he has had no reply at all to three or four applications. The other has been favoured with replies, but they are to the effect that the firm have been so extremely busy "owing to the continued rush in cotton" that they have been unable "to keep up with ledger work as in normal times." This excuse, when it is repeated week after week, does not sound convincing. To my mind, it is a gross scandal that, while speculative dealings on the Stock Exchange have been abolished for the period of the war, outside concerns are still allowed to engage in cover or option gambles, which are mere devices for extracting money from the pockets of the unwary.

Philippine Foreign Trade.

An annual statement of the foreign trade of the Philippine Islands for the calendar year 1916, and a comparison of the totals with those for 1915 has been prepared at the office of the Insular Collector of Customs at Manila, and though copies for publication have not as yet been prepared, it is stated that the figures show an increase in the islands' foreign trade during 1916 of P26,616,565 as compared with the previous year. Exports to foreign countries were valued at approximately P32,900,000 more than exports in '15, while on the other hand importations were P7,631,692 less than the previous year, leaving a noteworthy credit trade balance in favor of the Philippines. As was to be expected, the increase in exports is accounted for among the three chief products of the islands, copra, sugar and hemp, while big reductions in the value of imported cotton goods and foodstuffs are to be particularly noted. The total foreign trade of the islands for 1915 was P206,250,475, while that for 1916 was P239,867,040. While the United States alone the islands' trade last year was P117,021,611, as compared with P100,668,560 for 1915. The total value of importations for 1915 was P98,624,367, while this decreased last year to P91,992,675.

A Tax on Capital.

A suggestion has been put forward by an exchange banker that a tax on capital should be substituted for borrowing as a means of financing the war. Taking the capital of the United Kingdom at £24,000,000,000 a tax of 6 per cent. would produce £1,440,000,000. So runs the suggestion, and much opposition is evoked to it. Such a tax would have a very serious effect on the marketability of different forms of capital, particularly securities. There might be a rush to liquidate securities and a heavy depreciation in values would result, which would probably much exceed the depreciated on directly caused by the tax. Such a depreciation would mean a corresponding diminution in national resources. Another weighty objection to the tax, it is urged, is the question of valuation. The question of valuing the capital employed in a business and of taxing it without causing great inconvenience would be likely to prove a knotty problem. The probable effect on the employment of foreign capital here would also require serious consideration. Moreover, we should inevitably be financing the war largely out of capital, instead of out of income. Then there would be the discouragement of thrift that such a scheme would involve, and the unequal incidence of the tax. The person who had lived up to the extent of his income, having no capital, would not pay the tax, and the burden of paying the tax would therefore fall upon the thrifty. Altogether, it would seem worse evils would result than under present arrangements.—"L. and C. Express."

For the best Meals, Refreshments, Bread, Cakes and Confectionery before the war prices. ALEXANDRA CAFE.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.
Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.
For freight and passage apply to—

York Building, Tel. 1574.
Hongkong, 30th Dec., 1916.

JAVA-CHINA-JAPAN LIJN.
Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA" March 1, May 21.
S.S. "ECUADOR" March 28, June 18.
S.S. "COLOMBIA" April 23.

These steamers have the most modern equipment including ALL LOWER BERTHS and Large

Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—

Telephone No. 141.

ALEXANDRA BUILDINGS,
Chater Road.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for return by day steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 2nd FEBRUARY, 1917.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

SATURDAY, 3rd FEBRUARY, 1917.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
10.00 p.m. Heungshan. | 5.00 p.m. Kinshan.

HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,008. | S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 4th FEBRUARY, 1917.

The Company's Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company's will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

SERVICE SUSPENDED.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 589 Tons.

One of the above Steamer leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor) Opposite the Black Flag.

NOTICES.

WELLS FARGO & CO.

EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all
parts of the Commercial World.

BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

13, QUEEN'S ROAD, CENTRAL, TEL. NO. 2089.

E. HING

WING WOO STREET

SHIP CHANDLERS & GENERAL STOREKEEPERS.
STEEL, IRON, BRASS & METAL MERCHANTS,
WHOLESALE & RETAIL IRONMONGERS.
TELEPHONE 1116.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at
Tariff Rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and
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Cook's "FAR EASTERN TRAVELLER'S GAZETTE"
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of the World will be forwarded free on application.
Telegraphic address "COUPON." THOS. COOK & SON,
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16, Des Voeux Road, HONGKONG.

also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

NOTICE.

NOTICE.

NOTICE is hereby given by
the Union Trading Com-
pany of No. 3, Queen's Buildings,
Hongkong, that on and after this
date and until further notice Mr.
S. M. Churn and Mr. C. Honkey
are the only Managers of the
Firm and no person except them
has any authority to sign any
instrument or document on be-
half of the Firm.

The Public is requested to
bring to the Firm's notice any
instrument or document pur-
ported to be made by the Firm
whether before or after this date
which is not signed by either the
said S. M. Churn or the said C.
Honkey.

THE UNION TRADING CO.
Hongkong, 19th January, 1917.

TSANG FOOK.

PIANOS & ORGANS REPAIRED, TUNED
& REGULATED. CASES RE-POLISHED.
WORK & FINISH GUARANTEED
LOWEST CHARGES. OBLIVIOUS
WITH BEST WORKMANSHIP. ESTI-
MATES GIVEN ON REQUEST.

TIDE TABLE.

From 1st Feb. to 7th Feb., 1917.

Time	High Water	Low Water	Time	High Water	Low Water
1st Feb.	11.15	5.15	7th Feb.	11.15	5.15
2nd Feb.	11.15	5.15			
3rd Feb.	11.15	5.15			
4th Feb.	11.15	5.15			
5th Feb.	11.15	5.15			
6th Feb.	11.15	5.15			

WATER RETURN.

Level and Storage of water in
Reservoirs on Jan., 1, 1917.

CITY AND HILL DISTRICT WATER
WORKS LEVEL.

Reservoir	1916	1917
City	11.15	11.15
Hill	11.15	11.15
City & Hill	11.15	11.15

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

Reservoir	1916	1917
City	11.15	11.15
Hill	11.15	11.15
City & Hill	11.15	11.15

Consumption of water in the City and Hill District
in millions and decimals of gallons during the month
of Dec., 1916.

Consumption	1916	1917
City	11.15	11.15
Hill	11.15	11.15
City & Hill	11.15	11.15

Services to houses in the Rider Main District
were discontinued and a supply was given by public
street fountains only during December in both
years 1916 and 1917.

Consumption of water in the City and Hill District
in millions and decimals of gallons during the month
of Dec., 1916.

Consumption	1916	1917
City	11.15	11.15
Hill	11.15	11.15
City & Hill	11.15	11.15

The Government Analyst's reports show that the
water is of excellent quality.

W. CHATHAM,
Public Works Department, Water Authority.

CONSIGNEES

TOYO KISEN KAISHA.

S.S. "PERSIA MARU."

From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
and MANILA.

Consignees of cargo per above
mentioned vessel are hereby
notified that owing to fire having
occurred on board at Manila
before cargo can be delivered,
their signature to an Average
Bond will be required, and valua-
tion statements must be made
for payment of General Average
Deposit.
Cargo will be landed immedi-
ately into the Hongkong &
Kowloon Wharf & Godown Co.'s
Godown, and consignees are
further notified that delivery
must be taken therefrom.
Damaged cargo will be survey-
ed on 31st January, at 10 a.m.
No Fire Insurance whatever
will be effected and storage
charges will be assessed on all
cargo undelivered on 2nd
February, at noon.
No Claim will be recognised
after the goods have left the
Godown.
All Claims must be filed on or
before 16th February, otherwise,
they will not be recognised.

T. DAIGO,
Agent.

Hongkong, 27th January, 1917.

KONINKLYKE PAKET-
VAART MAATSCHAPPY
of BATAVIA, JAVA.

NOTICE TO CONSIGNEES.

THE Steamship

"van WAERWYCK"

having arrived Consignees of
cargo by her are notified that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf
and Godown Company, Ltd.,
whence and/or from the Wharves
delivery may be obtained.
Goods not cleared by 5th
February, 1917, will be subject to
rent.
All broken, chafed and damaged
packages are to be left in the
Godowns, where they will be ex-
amined by Messrs. Goddard and
Douglas on the 5th February,
1917, at 10 a.m.
Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognised.
No Fire Insurance will be ef-
fected by the undersigned in any
case whatever.
Bills of Lading will be coun-
tersigned by—
JAVA-CHINA-JAPAN LIJN,
Agents.
Hongkong, 29th January, 1916.

THE ALEXANDRA CAFE.
Just arrived, Large Shipments of
Choice Hams.

HOTEL LISTS.

HONGKONG HOTEL.

Anderson G.E.	Herrobin S.L.
Atkinson R.L.	Hallward Mr & Mrs
Arpagaas Z.M.	Henderson C.A.
Bell's B.E.	Higgins J.A.
Baxter F.D.	Hussey L.C. Capt.
Baxter Mr & Mrs	Joseph E.M.
Baxter Master	Kales F.H.
Blitting S.T.	Knoderer Dr A.T.
Birbeck R.J.	King C.
Birks W.L.L.	Kino Mr & Mrs J.H.
Bischoff B.	Kranja N.B.
Boring J.H.	Krith A.M.
Bain H. Murray	Katz M.A.
Bellina M. & K.B.	Lei a Mr & Mrs J.J.
Blain Dr M.	Lauritzen Mr and
Bo-wick Mr & Mrs	Mrs C.
Bosch J.A.	Little Mr & Mrs C.
Birkwith S.J.S.	Lythbarrow Mrs
Beavan R.H.	Lewis M.W.H.
Cuppl-m n WE	Mores Mrs G.A.
Clark Miss	Maillon H.E.
Clark W.E.	Marriott Dr & Mrs
Croux H.A.R.	Melliss G.
Conant H.A.R.	Macdonald Major D.
Courtesy J.D.	Merech J.
Curtney G.L.	Mehta B.K.
Cole y Mr	Nelms Mr & Mrs
Colin M.R. Mr & Mrs	Murch A.S.
Cox F.W.	Marshall F.B.
Carby Mrs	Mcclimbury H.L.
Carby Mrs	Nichols J.S.
Davenport W.R.	Nowhouse E.
Duffy Mrs M.E.	Obaldia Mr & Mrs
Douglas Mr & Mrs	Pegg H.H.
W.E.	Pringle W.J.
Davis Mr & Mrs F.E.	Ray E.H.
Dewar Capt J.	Rasy Miss F.A.
Davies Mr & Mrs	Rouss H.
A.W.	Ritchie D.
Ellis Miss C.	Samptins Miss
Deal Mr & Mrs H.	Smith Mr & Mrs H.
Fuller Denman	Square Miss A.
Ford W.H.	Sorby V.
Fairley W.L.	Stackhouse J.W.
Fraser Capt W.I.	Scott J.H.
Glaister Dr	Slade Mrs M.
Gray P.J.	Scott H.
Gordon A.G.	Shively Dr J.C.
Gibb J.	Schneider F.E. Mr & Mrs
Goulbourn V.	Smith A.
Hodges L.E.S.	Smerten A.
Harvey Mr and Mrs	Schwartz L.
R.D.	Skott Ch.
Harrison G.F.L.	Thomas J.N.
Hayward Mr & Mrs	Thompson F.G.
H.E.	Todd A.L.
Hall Capt T.P.	Thompson A.
Harper G.	Tinck R.J.
Hodges Mrs A.E.	Townbridge Capt H.
Hollands H.E.	Toulmin Mrs
Hind W.B.	Varo M.H.
Hooper A. Shelton	Warren E.J.T.
Hicks A.	Walker Mrs H.A.
Hodges W.A.	Wallace C.
Hannibal Mr & Mrs	Wood G.G.
W.A.	Ward Mr & Mrs J.G.
Hynes Mr & Mrs	Wauchoir D.V.
A.B.	

KING EDWARD HOTEL.

Almond Mrs R.	Joseph J.
Bannerman G.	Lambden A.
Baker Mr & Mrs	Lambden Miss E.G.
Bouman G.C.	Lee W.D.
Bullen Miss M.E.	Morley W.
Budge W.	Muchall D.
Castell	Pennmore Mrs W.C.
Donaldson R.A.	Payne H.E.S.
Fetterley	Payne H.H.
Fintayson Mrs & Mrs C.E.	Richardson Mr & Mrs
Mrs D.J.	Sim J.
Fritz C.	Sleigh E.M.
Gregory T.N.	Stewart Mrs
Quinn Mr & Mrs T.	Thornhill Mr
Hammes Mr & Mrs	Underwood Mr & Mrs
James E.	Wills J.
James B.	

KINGSCLEERE HOTEL.

Bennett Mr & Mrs	Luhre J. H. Van G.
H.S.	Logan Mr & Mrs V.
Brown Mr & Mrs	Puccio Consul & Mrs
O.B.	Puccio Miss A.
Buchanan Mrs G.	Pelham Lt Col & Mrs
Buchan H.	Mrs T.
Bolles J.W.	Powell Comd & Mrs
Carleton Vice Con- sul & Mrs A.E.	Robertson Mr & Mrs
Congdon J.H.	Ritter O.H.
Dunbar Mr & Mrs	Rolls O.H.
Dutton Mr & Mrs	Ross L.
S.H.	Sachs Mrs G.A.
Fauntleray Dr & Mrs C.M.	Stearns Lt M.W.
Harbert B.G.	Stubbs A.T.
Hetgewell W.E.	Slark A.M.
Hurley Mr & Mrs	Ventris Major Genl
Hurley Master	Ventris Miss
Jones Dr & Mrs E.	Watkins C.H.
	White S.

CARLTON HOTEL.

Abrams L.	Lays O.B.
Bellie L.	Morrison L.L.
Chandler L.	Mask Thomas
Cooling S.	Moorehead A.K.
Daniel Miss A.	Mohr Dr S.
Egan John	McArthur John
Evans Miss D.M.	Murphy O.
Edmonds Mr & Mrs	Loi Mrs & Capt
Guthrie Miss M.	Powell E.
Golding Mrs E.	Peapels L.
H. Ch. n Mrs W.R.	Rob's Mrs C.B.
Heater G.C.	Sana C.V.
Harding Miss J.	Speacer Miss H.M.
Hudson Capt & Mrs	Seyb C.E.
Jones Miss A.F.	Stephens Mr & Mrs
Johnsen H.W.	Thom W.
Kane Mrs S.	Touss A.
Kilbee Mrs	Williams A.L.
Kermis T.	Widmer H.
Lewis H.	Widmer H.
Lander Mr & Mrs	Widmer H.
Leg. e M. Wm Cee Y. ung Mr & Mrs	Young Rev & Mrs
& Capt	

PEAK HOTEL.

Barton G.W.	MacIntyre Mr & Mrs
Bl. I. D.K.	Neil
Carry Mr & Mrs F.W.	Ma. tin Miss V.
Carmichael Mr & Mrs	Martin Miss
Miss H.F.	Nash Miss
Casull Mr & Mrs D.C.	Perkins T.L.
Claire Mr & Mrs	R. Inba Mr & Mrs E.
G.C.	Smith Mr & Mrs A.F.
Darling R.E. Col	Smith Mr & Mrs V.F.
Ulicker Mr & Mrs	Watts G.E.
Hale Mr & Mrs B.A.	Wool Mr & Mrs D.
Hollingworth A.	Wool Mr & Mrs D.
James Mr & Mrs J.R.	Wool Mr & Mrs D.
John R.L.	Wool Mr & Mrs D.
Kinsleyward Mrs Wood Mr & Mrs	
Mulder Mrs	

GRAND HOTEL.

Arnott C.H.	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.
Bentley	Bryan A.

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia
& China Telegraph Co.

Boat, from Chicago.

Chun-tien-tien Tien-tien St.

from Manila.

Campbell Kremlin, from New

York.

Chop Wong Seon Fee Milkshop

Market St., from Kuala Lumpur.

Hosumyow Chup Sunhing

Kumjoong from Singapore.

Howells, from Auckland.

Keenaghan Cabin No. 23 Top

floor, from S. napore.

Kwan-shen-yue, from Bangkok.

STOP PRESS TELEGRAM.

(Reuter's Service to The "Telegraph.")

THE GERMAN NOTE.

Some of its Restrictive Features.

London, February 1.

Reuter's correspondent at Amsterdam says that the Memorandum accompanying the German Note prohibits traffic in the waters around Britain, France, Italy and certain areas in the Mediterranean. The exceptions are: America to Falmouth, and Falmouth to Southwold. It permits an American passenger service with Falmouth once weekly, drafting the route such ships must follow, and elaborates the signs such ships must carry. The American Government must guarantee that such ships will not carry contraband. Germany has notified Holland that she is willing to make special provision in respect of mail and passenger traffic from Falmouth to Southwold.

(Continued from Page 1.)

THE SINKING OF THE LAURENTIC.

Victims Perish of Cold.

London, January 31.

At the inquest on the victims of the Laurentic, Captain Arthur Norton emphasised that the victims had died of cold. As an instance, he mentioned that a boat had been picked up on the afternoon after the disaster, which contained seventeen frozen bodies, and that another had five survivors out of twenty. The remainder had been frozen to death.

An Admiralty Statement.

London, February 1.

The Admiralty emphasises that all the survivors of the explosion on the Laurentic were placed in boats, and that those lost were unable to reach the shore owing to the cold and the severity of the weather.

MORE GERMAN FRIGHTFULNESS THREATENED.

Most Serious Period of War to Begin.

Amsterdam, February 1.

A telegram from Berlin says that authoritative circles characterise the new British mind-set as an "aggressive measure and as further evidence of Britain's ruthless warfare against which so far no effective protest has been made by neutrals."

It concluded by threatening reprisals.

Dr. Bethmann-Hollweg and Herr Zimmermann have returned to Berlin from Headquarters after lengthily debating the policy on land and sea.

The telegram declares that the most serious and decisive period of the war is about to begin.

American Ships Warned.

New York, February 1.

A despatch from Berlin says that a German Note based on President Wilson's peace address to the Senate has been communicated to neutrals. It declared that the rejection of the peace offer forces Germany to disregard the restrictions of naval warfare from February 1; and asks the United States to co-operate to prevent sacrifice of life by warning American ships not to enter certain barred zones.

German Note Causes Extreme Gravity.

Washington, February 1.

Preliminary consideration of the German Note has occasioned expressions of opinion, giving the impression that the situation is viewed with extreme gravity. Prompt action is expected.

A FRENCH MAN-POWER QUESTION.

Paris, February 1.

The debate in the Chamber of Deputies on the Bill to re-examine those rejected or exempted is expected to last some days; and seventy-eight amendments testify to opposition.

General Lynette, in a maiden speech, said that the Bill would enable those who had recovered from wounds to serve; and to those that refused it would bring pressure. It would be loyal to their Allies to order an increase of their effectives.

GENERAL VON HINDENBURG VISITS FLANDERS.

Amsterdam, February 1.

General von Hindenburg is expected at Brussels to-day en route to Ghent and Flanders.

DEATH OF ADMIRAL KANE.

London, February 1.

The death is announced of Admiral Kane, the hero of Calliope and Samoa in 1889.

CYCLE ACCESSORIES.

Wholesale Theft at Kowloon.

Inspector Gordon told Mr. J. B. Wood, at the Magistrate's this morning, in a case in which a man was charged with receiving stolen property, that during the last two months many lamps, bells and pumps have been stolen off various bicycles during the fifteen hour at Kowloon. The bicycles had been left outside houses, whilst their owners were taking coffee. Two days ago a small boy was arrested while attempting to steal a lamp, and he gave information which led to another boy being arrested. This led to the arrest of defendant, and from his second-hand bicycle shop at Yau-mai the police recovered four lamps, four bells and one pump. The boy admitted stealing the articles, and said the man bought them from him. Defendant maintained that he paid a reasonable price for the goods, and that he did not know they were stolen.

He was represented by Mr. Agassiz, and later in the morning

the case was heard by Mr. C. D. Melbourne.

Two boys were sentenced to 14 days and 10 strokes respectively, for stealing, and a marine hawker was fined \$10 and sentenced to 14 days for receiving.

When the case against a second-hand bicycle dealer was heard, evidence was given by Mr. J. Hyde, of Kowloon, who identified one of the bells produced as his property. It was stolen on January 28.

Defendant stated, on oath, that he bought the bells, lamps, and pump (produced) but had no knowledge that they were stolen. He gave a reasonable price for them.

Mr. Agassiz having addressed his Worship at some length, the defendant was fined \$10, or 14 days' hard labour.

An Earthquake at Hankow. Hankow, January 26.—In the morning of January 26, there was an earthquake at Hankow and it was of rather a strong nature.

THE SHARE MARKET QUOTATIONS.

Up to the Minute.

Banks.	a.	\$ 720.00.
Douglases.	b.	\$ 116.00.
Indos (Def.)	a.	\$ 131.00.
China Sogars.	a.	\$ 128.00.
Luxon Sugars.	a.	\$ 40.00.
H.K. Wharves.	a.	\$ 87.00.
K'loon Docks.	a.	\$ 127.00.
Cements.	a.	\$ 116.00.
H.K. Electric.	b.	\$ 49.00.
H.K. Tramways.	a.	\$ 7.20.

TO THE CONSCIENTIOUS OBJECTOR.

When you burn with martial ardour,
And you swell your chest with pride,
And the tramp of soldiers marching
Thrills your soul,
Don't you feel that nothing matters

Till you've had your courage tried
And you've heard the shells whine
Dismal to their goal?

When the spark of manhood in you
Burns right forth to vigorous flame
At the kettle-drum and bugles'
Sounding note,
Doesn't your blood in rushing torrents

Make your heart jump just the same
As when first you kissed the girl
Or whom you love?

When you read the daily papers
Which tell of many a deed
Of the men who for old England
Won her place,

Doesn't a flush of joy pervade you
And fresh courage in you breed
When you think that you belong
To that same race?

When you see a gallant regiment
Start so proudly for the front
And you hear the wives' and
Children's last adieus,

Doesn't the thought come to you
That you're calmly stayed away
And let others fight while you in
Comfort muse?

When the work that you are doing
And the leisure you've to spend
At the sports that needs in war-time
Must seem tame,

Don't you think of those who're dying
On whose valour you depend
For your safety while you carry
On your game?

When to seize uneasy conscience
You decide to let things rest
And to join a force that never can
See a fight,

Whilst your peaceful guard you're keeping
Don't you feel that you may best
Serve your country where there
Is some use for might?

When you march round the parade-ground
With your rifle at the slope
And you're practised in the latest
Modes of war,

Don't you see the faces you're playing
When you know you cannot hope
To do aught but watch the battle
From afar?

When you see the coloured races
With the most diverse of creeds
Come out to fight the battles of
Your land,

Sure you can't help feeling eager
When you know your country's needs.
Just to add your quota to that
Glorious band.

If you wish to cross the ocean,
Or on work or pleasure bent,
And in just the normal way
Easily arrive,

Don't you realise that sailors
Comfortless in warships pent
Risk their lives that you serenely
May survive?

When the mother who has borne you
Falls beneath the enemy's sword
(And there are many such since
This dread war began.)

Will you hide your vile courage
Neath a stale look and word
And not seek the vengeance
Of a man?

MEMO.

Hongkong, Feb. 2, 1917.

CHRISTMAS IN TRENCHES.

Peace When "Fritz" Lies Down And Dies.

With the British Armies in the field, December 17, 1916.—A year ago, when I went into the trenches at Neuve Chapelle on Christmas Eve, a soldier who was standing in a puddle, with his back to some sandbags, said, "Anyhow, it's the last Christmas we shall spend at war. That's one comfort."

But now, in another week, it will be another Christmas in time of war, and already, forgetting the hopes of a year ago, men who were out in the trenches then, and all the newcomers, are thinking, with a little sentiment in their hearts—underneath their cartridge belts—of the good old day when once upon a time there was peace on earth and goodwill to men.

This talk of a German peace has not excited the men much. "Peace? I hope to goodness it's true," said an Irish soldier when the rumour first came out by wireless, and then he added, after a queer, deep breath, "but not peace on German terms."

Yesterday I saw two young soldiers run up to an old Frenchman who came to the edge of their camp blowing a tin trumpet. He had newspapers—a leather bag by his side, and the soldier who had run faster than his comrade was the first to get the news. He scanned the headlines, and then laughed.

"We'll have to say over Christmas, mate! No peace till old Fritz lies down and dies."

"Oh, that's all right," said the other boy. "Give it till Easter—this time two years."

"The French officers," said one of them—and his words might have been said about British officers—"do not open a little window of hope in their hearts. Peace will come only when Germany is beaten."

So without thinking of peace overmuch, the British Army is getting on with the war—and weather permitting—and preparing for Christmas in exile again.

To those who have the bad luck to be in the trenches there won't be much fun in it, anyway.

Behind the lines, in hundreds of French villages and scores of French towns where British troops are billeted, the shop windows are already exhibiting their Christmas wares, and the bismen and mess presidents are buying up good things to eat and drink over and above the day's ration.

Kidmen with steel helmets ever grimy faces, just out of the trenches as you can tell by a glance, flatten their noses against the window-panes just like small boys outside a pastrycook's shop.

It is a question whether they shall buy a picture worked in wool, or a box of chocolate with a portrait of Papa Joffre, or a wrist watch studded with imitation diamonds or a piece of Ypres lace worked by a refugee, or an effigy of the Crown Prince hanging to a gallow, or an album of ruined towns in France or Belgium—as a Christmas gift for the one who most expects it.

In one town I know, not far from the front, British and French soldiers are studying the same problem at the same shop windows, blue and khaki all muddled over by the slime of the battlefields, side by side, and jostling on the pavement.

The Christmas mood is on them all, for they are out of the trenches for a spell, and mean to make the best of their time behind the lines.

The grim side of war is not to be seen in the streets of towns very near to the red edge of it, and even the motor lorries, which come lumbering through with new loads of shells for the killing of men, have sprigs of holly tied to their bows, and young gunners of the R.F.A. are taking mistletoe boughs on their limber to make things look merry and bright in the gun-pits.

For such is the queerness of men's hearts that the old symbols stand even in this wreckage of the things they mean.

Meanwhile the guns are not silent, and there is no sign of Christmas entertainments in No Man's Land for the benefit of

LYONS FAIR.

The Latest Arrangements.

Notwithstanding the severe strain of the war on the Government of the French Republic, the nation has not overlooked the industrial side of the position, and with a view of affording manufacturers an opportunity of submitting all the articles of their manufacture, and of booking orders for delivery at stipulated dates, a great fair is to be held again at Lyons, commencing on March 1, and closing on 15, of the same month. A similar fair was held at Lyons last year and was a great success, and it is confidently expected that the fair in 1917 will be on a much larger scale.

It will be held under the patronage of the President of the Republic and the Minister for Commerce and Industry, a very distinguished and representative committee, which includes the names of the British, Italian, Portuguese, Belgian and Serbian ambassadors and ministers, with a large number of deputies and leading commercial gentlemen. The principal aim of the Lyons Fair is to replace that of Leipzig. By means of this fair it will be easy for those who formerly bought in Germany and Austria to find manufacturers in France and in the allied and neutral countries. The principal reasons for the selection of Lyons for the holding of the fair is that the geographical situation of Lyons is excellent. It is at the gates of the South of France, near Spain, close to Italy, adjoining Switzerland, and standing at the junction of all the routes to Central Europe.

In spite of circumstances particularly unfavourable, due to the war, the 1916 fair was a great success. In that year the committee had calculated on 300 to 400 stands at the most, but 212 were allotted, over 300 applications having to be refused, being made too late for the committee to construct the stands. The amount of business transacted in 1916 as near as could be calculated, amounted to over £2,000,000; added to this the orders refused amounted to £1,500,000. As a proof of the satisfaction of the exhibitors, 507 of them before leaving, applied for stands in 1917.

The Lyons Fair is not a sight-seeing exhibition, as only commercial visitors are allowed to enter the stands, and it is strictly forbidden to deliver any article during the period of the fair or sell retail. The great object of the Lyons Fair is to put manufacturers into direct communication with buyers, thus by the Press, by circulars in six languages widely distributed, by the consuls, by the French Chambers of Commerce abroad, in a word, by all means, the Lyons Fair invites to that city the thousands of buyers who formerly went every year to Leipzig.—*Journal of Commerce.*

German charities. There have been several entertainments of a different kind over there during the last few days, but the German soldiers do not like these "flying matinees," as our men call them. They are trench raids of the old grim, quick, deadly kind, as those which preceded the battles of the Somme—a drum fire of heavy and light artillery, a sudden dash across No Man's Land, a few minutes of bloody work, then back again with a prisoner, or a few shoulder-straps.

The enemy has retaliated by similar raids, but he has no real spirit for this kind of fighting, depending utterly after all plans have been made upon individual daring and temper.

The great French victory at Verdun makes all record of such raids on our front insignificant, but they show that the enemy is deeply anxious to test our strength, which is growing against him, and to keep up the pretence of an offensive spirit.

We know that in his trenches there is only one passionate desire. These men are praying for peace at Christmas; at least for a quick peace, and all the Christmas letters coming to them from Germany will be full of that hope, which if it is unfulfilled will bring only a deeper despair.—*Philip Gibbs in the Daily Chronicle.*

NO TRUST IN GERMANY.

Straight Speaking by Mr. Bonar Law.

Mr. Bonar Law, replying in the House of Commons to a speech by Mr. Lees Smith (who argued that the Prime Minister had not closed the door to peace, and that the benefit of the war could only be secured by a league of nations), said:—

I am bound to say that if the spirit of the speech the hon. member has just delivered were to prevail in this country, then I believe all the blood and treasure which has been spent in this war will have been spent in vain. (Cheers.) We do not love war, and if I saw any prospect of securing the object for which we have been fighting by a peace tomorrow, there is no man in this House who would welcome it more gladly than I would.

What is the position? The hon. gentleman (Mr. Lees Smith) says let us turn to the old Liberal traditions, let us trust the good hearts of those we are dealing with. Why, we are in this terrible situation because we did trust the hearts of those people; we did not believe that the crimes which have been committed would ever have been committed by any human beings. (Cheers.)

It is all very well to say let us get to terms of peace. Yes, but can you get any terms of peace more binding than the treaty to protect the neutrality of Belgium? Can you come to any conclusion on paper or by promises which will give us greater security than we had before the war? Why are we fighting?

I only hope that not this country alone, but all the neutral nations of the world, will understand the position we have now reached. Germany has made proposals of peace. On what basis? On the basis of her victorious armies. Mr. Lees Smith told us that if we won the victory there will be conscription for ever in this country. What would be the position if peace is settled on the basis of a victorious German army? (Cheers.)

Let us remember all that and realise that this war would have been fought utterly in vain unless we could make sure that it should never again be in the power of a single man or a group of men to plunge the world into misery of war again. He asked, too, was there to be no reparation for the wrong, was peace to come on the basis that the greatest crime in the world's history was to go absolutely unpunished?

Sir John Simon said it seemed to him desirable in view of the controversy which arose a year ago to make it quite plain how widespread and, as he believed, universal was the acceptance from all sections of opinion and in all parts of the country of the Prime Minister's declaration in answer to the German Peace Note. (Cheers.) The Prime Minister gave the only answer which could possibly have been given to that communication. He had not slammed the door on peace, but he pointed out that no terms had been even suggested, and that any discussion of this communication under these circumstances would be a delusion and a sham.

Brother of Rajah Brooke.

The death is announced of Captain William Frederic Johnson, B.N., in his eighty-seventh year. He was the only surviving brother of Sir Charles Johnson Brooke, the Rajah of Sarawak. Captain Johnson entered the Royal Navy in 1846, took part in the Burmese War in 1853, served in the Crimean War, and commanded landing parties in several actions in the Chinese War between 1855 and 1860, including Fatahan-Orak, under Admiral Keppel, Macao, and the taking of Canton, Hankow, and the Taku forts when serving as A.D.C. to General Sir Hope Grant. Captain Johnson also took part in operations in the East Indies. He retired as Post-Captain in 1873, having received several medals and being repeatedly mentioned in despatches.

NEW YEAR'S DAY FIGHT.

Three Chinese Constables Charged.

Three Chinese constables were charged at the Police Court this afternoon with assaulting three fisher folk at Sai Kok on January 23, and with misconducting themselves as police constables. Mr. King, D.S.P., prosecuted for the police, Mr. Mattingley being present in the interests of the complainants, and Mr. Goldring represented the defendants.

Mr. King said that the day in question was, of course, Chinese New Year's Day. A man was playing with some dice in San Shui Poo village, and while this was going on, it is alleged that the first defendant came along and demanded 50 cents. Complainant replied that he had not got the money. It then appeared that a quarrel took place over this 50 cents, and another man, named Fang Sing, came up and tried to separate them, but he also was set upon by the Police. A general melee seemed to have then taken place, another man, named Mok Shu Ting, being drawn into the affray. He also was assaulted and banged about. The third defendant was present in Sai Kok village at the time the result took place, when he should have been on duty at the Police Station. The first defendant was alleged to have slapped the first complainant's face before the fight began. While the quarrel was going on, a man went to the house of the first complainant and told his wife that her husband was being killed. She went along to the San Shui Poo Police Station, or, at least, was on her way there, when she was met by one of the defendants who, she claimed, seized her and struck her on the face, in addition to pulling her hair. She also met the third defendant, who beat her and told her to go away. She pretended to do so, but after a while got to the Police Station and was told by the third defendant, who had got back to the station, that the Sergeant was not taking any charges that day as it was Chinese New Year's Day. With this she was not satisfied and got in a ricksha, when she went to the Yau-mai Police Station.

Meanwhile the Police whistles had been heard by Sergeant Spear, and, in answer to them, he went to the scene of the fight, but found it was all over. This sergeant also received a telephone message from Yau-mai that the woman had arrived there and had made a report. The first and second complainants, although not seriously injured, had to be conveyed to the Government Civil Hospital, where they had to be detained for two days. All the defendants were attached to the Police Station at San Shui Poo as constables.

Evidence was then taken and the case adjourned.

Novel Point in Marine Insurance Law.

London, Dec. 20.—A considered judgment, in a test case of importance to underwriters and shipping, was given in the City of London Court, to-day, by Judge Atherton Jones, K.C. The Alaska Portland Packers' Association, Oregon, U.S.A., sued Mr. William Hoade, underwriter, Lloyd's, for the return of premium paid under a policy of insurance of goods carried from Bristol Bay to various places on the Columbia River. The goods, it was stated, were insured against marine risk and fire risk. Before they were shipped about half of them were barned on the quay at Bristol Bay, and plaintiffs said that as the marine risk had not attached they were entitled to the return of the premium paid in respect of that risk attached, and, therefore, no part of the premium could be returned. If the goods had been lost by hurricane or by an attack by the United States Government if war had been declared on England, then plaintiffs would have been compensated under the marine policy. Judge Atherton Jones, K.C., adopted that view and found for the defendants, but he said that the point was novel and important. He gave leave to appeal, and allowed costs on the higher scale.

GENERAL SHIPPING NEWS.

How to Increase the Utility of Shipping.

The work of the Ship Controller is of vital importance to the prosecution of the war. The loss of shipping by submarine attack is regrettable, but so far cannot be said to have achieved the aim of our enemies. The shortage in tonnage, which undoubtedly affects the situation, is due rather to the enormous demands made for ship tonnage to convey our troops and their war equipment, and for other purely military purposes. We are suffering, too, from the grave disadvantage consequent upon the almost entire cessation of merchant shipbuilding for two years, due to the absence of labour and to the absorption of steel for the production of war munitions of all kinds. Hitherto little has been done to rectify the situation. In a previous article we have pointed out how women's labour may be utilised in merchant shipbuilding to an extent which is only possible of achievement with the fullest patriotic support of labour and with a high degree of unselfishness on the part of the women of the country. This is not a time for allowing social conventions to interfere with the vigorous prosecution of the war. Our man power including the work of women, capable physically and intellectually, must be utilised to an extent and in processes far beyond the conception of bygone times. Sir Joseph Macleay's duty is therefore two-fold. He must expedite as far as is humanly possible the building of new ships, and at the same time exert the greatest effort toward the attainment of efficiency in the use of existing vessels. The former work not only requires the enlistment of more women into the ranks of shipyard employes, but the inculcation of our vital need for the last unit of physical energy of every worker every hour and every day. Beyond this, there is need to concentrate attention on the ships which are most suited to our immediate requirements, and particularly in the case of such ships which may be further advanced. This requires some measure of co-ordination and the pooling of workers in each district, is now being done on the Wear, under agreement reproduced in our Industrial Notes, so that there shall be the quickest mobilisation of possible tonnage. The second function of the Ship Controller must be to utilise to the greatest possible extent the vessels afloat. Every engineer knows that efficiency must be measured by the output of men or machines within a given period of time. Thus every hour of idleness detracts from the efficiency attained. That this applies to shipping has not been fully grasped by those responsible for the utilisation of manpower. Every day that a ship of 7,000 tons deadweight capacity remains in port means the loss, in the case of a 10-knot ship, of 70,000 ton-miles per hour. Every week lost in port means the loss of a ship's cargo of iron ore from Bilbao for our blastfurnaces. It will thus be realised that ship control requires, almost as a fundamental condition, adequate labour at ports to ensure the "turn-about" of a ship in the shortest time. If the requirements of the fighting force cannot allow a sufficiency of deck labour to ensure this necessity, then labour must in this case waive its objection to the importation of blacks. Prisoners of war in this country should also be used for work. The new Government for the prosecution of the war promises to be more capable of achieving victory, which is an imperative necessity for this country and her Allies, if not for the world. But no Government, however capable of organising efficiency, can succeed unless it has the active support of every unit of the nation. We are sure that Mr. Lloyd George's War Government will do their duty. We can only hope that the immense influence which each individual in the Government can exert in his own particular sphere of activity will help also to a fuller realisation of the national need. As we have said, the individual, with all his rights and privileges, must become merged in the nation with all its grave necessities. Unless this is accomplished, rights and

privileges as individuals or as a nation may be swamped by the ruthless and inhuman government of the enemy victor. The time has come when each unit of the nation, however humble his position or insufficient his capacity, must do that duty which can best promote the national safety. The war must be prosecuted with unity of purpose, mental virility and physical vigour on the part of each and all. We cannot win reposing under an eiderdown or with kid gloves on hand. Nor can we listen to the enemies' official overture for peace negotiations, except in terms which agree with ours, which are to make certain, beyond possibility of doubt, that our children and our children's children shall not be wantonly subjected to the horrible experiences of our generation of devilishly conceived barbarities, of scientifically planned cruelties, of "red ruin and the breaking up of laws."—*Engineering.*

An Invented Merchant Service Officer.

The officers in the mercantile marine, with few exceptions, cannot lay claim to being of the inventive genius, says the *Journal of Commerce*. This may be accounted for by their attention being engrossed in the many and varied duties appertaining to the seafaring profession, or to the restricted scope of their surroundings. Some useful and practical inventions in connection with ships' equipments have, however, emanated from seagoing merchant officers. Amongst this number, Mr. Henry Morgan can claim to take his place, for he has invented and patented a device for making watertight all hatchways and ventilators in a ship's holds. The device applies chiefly to ships constructed with two or more decks, the object aimed at being that, should a vessel be holed below the waterline, a means would be at hand to at once close all spaces leading into the damaged hold, and thereby prevent the ingress of water rising above the lowest deck, thus practically making the vessel float on that deck. The patent consists of watertight steel doors fitted under the deck on each side of each hatchway, which, when necessary, can be quickly closed, thus hermetically sealing up the hatchway at the lower part of the crammings. These doors can be worked by hand or by an arrangement from the bridge or other place, as in the case of bulkheads. It is quite possible that many a good vessel sunk by mine or submarine during the war might have been saved had she been fitted with Mr. Morgan's appliances. For salvage purposes in floating a stranded vessel a ready means would be available for securing the lower holds. Mr. Morgan, who is an officer in the White Star Line, is a native of Drogheda, and sprang from sailor stock. After completing his education at St. Joseph's College, Drogheda, he started his sea life as a boy in the barquentine *Jessy*, owned and commanded by his father, and engaged in the coasting trade. After 18 months of hard training, for Mr. Morgan says his father showed him no favour, he made a voyage to Canada and back in the barque *Sagons*. After this he joined the barque *Dolbadarn Castle*, owned by Robert Thomas and Co., of Liverpool, signing on as A.B., but living with the apprentices. In this vessel he spent 2½ years, going from Liverpool to Sydney, from there to Newcastle, thence to West Coast and back to Newcastle in ballast. Coal was again loaded for Valparaiso. Mr. Morgan was at the latter port at the time of the great earthquake and states that it was an experience he shall not quickly forget. His ship fortunately escaped damage, but for the time was thronged with refugees, who flocked for safety from the shore. From Valparaiso Mr. Morgan went to Iquique, where a cargo of nitrate was loaded for Hull. On arrival home he left his ship, and after a short vacation joined the Blue Funnel liner *Patrolus* as quartermaster, making a voyage to Australia and back. It was in this ship that he had an experience which occasionally falls in the career of a sailor. The *Patrolus*, as was customary, was calling at Portland to take her pilot, but a dense

fog prevailing at the time, the vessel got ashore inside Portland Bill, and remained fast. Salvage operations were carried out under the superintendence of Captain Fred. W. Young, the principal salvage officer of the Liverpool Salvage Association. After over a fortnight's hard work the *Patrolus* was floated and the cargo having been all discharged, she was brought to Liverpool. The crew remained by the ship the whole time. After making a voyage in another Blue Funnel boat, the *Jason*, Mr. Morgan secured his second mate's certificate, and was at once engaged for a term of three years' service with the Asiatic Steamship Company, going out to Calcutta to join the firm. He completed his term, at the end of which he was second officer, having served in several of the steamers of the company. Having met with an accident during his service in the East, Mr. Morgan decided to return home, and before taking service again he secured his master's certificate, having passed for chief officer in Bombay. He next took service with the Canard Company as junior officer in the *Ormanian*, this being just previous to the outbreak of war. He left this vessel on her being requisitioned by the Government, when he served later in the *Alania*, *Csompas*, *Breia*, and finally in the *Mediterranean*. Rejoining from the Canard, Mr. Morgan joined the White Star Line as junior officer in one of their large and new liners in which vessel he has served for the last twelve months, recently being granted sick leave. He says the idea of the watertight doors for hatchways first occurred to him in the *Ormanian* when he was acting as second officer on seeing a tank steamer brought into port floating on her tanks, after having her bottom badly damaged through stranding. On his return to England he studied out the problem for three months, at the end of which time he applied for protection, and later secured patent rights for his invention. Mr. Morgan is to be congratulated on his inventive genius, and it is to be hoped that his patent may be the means of saving many a good ship, and possibly valuable lives.

Shipping Profits and the State.

After the recent sharp set-back in shipping shares that occurred on the rumour of State control there has been a distinct recovery, says *Truth* of December 20. It has been due mainly to the spirited defence of the shipping industry that was made at the P. and O. meeting by Lord Inchcape and partly to a renewal of talk of deals in the shipping world, amongst which the most interesting is that of an arrangement between the Canard Steamship Company and the Canadian Pacific, under which the Canard will work the C.P.R. fleet in the Atlantic and the latter concern will work in association with the Union Steamship Company of New Zealand in the Pacific. This talk has brought about a brisk revival in the shares of the Union of New Zealand Company. Lord Inchcape as a reviewer of shipping is proving a worthy successor to Sir Thomas Sutherland, and his remarks have naturally attracted widespread notice. With the statements he made as to the great services that had been rendered to the nation by the mercantile marine there will be cordial agreement, and they come with the more weight from the head of a company that has always stood as a model of efficiency in the ocean-carrying trade and as an exponent of conservative finance. Lord Inchcape was also justified in claiming that his company was paying was not a war dividend, in the sense that the company would have had no difficulty in paying the present rate in peace times had it been less generous in the matter of allocations to reserves. Whether his remarks apply to shipping companies generally is another matter. One has only to compare present-day quotations of shipping shares with those prevailing just prior to the war (which, by the way, was a time of great prosperity for the industry) to see that the market—which is a pretty shrewd judge—regards the war as having enabled shipping shareholders to

derive very substantial benefits. The table of prices given in my article a week ago provides an illustration, and conclusive proof of the abnormal character of the profits can, of course, be obtained from a comparison of balance sheets. Lord Inchcape dealt with the rumour that under the new Government shipping companies were to be acquired by the State, and made some strong remarks about the danger of nationalisation, claiming that the shipping industry stood in an exceptional position because of its liability to big ups and downs and the severe competition which it had to meet at the hands of the other maritime nations, which competition would most effectively be met by private enterprise—unfettered by the red tape restrictions that are inseparable from Government departments. He also dwelt, as other shipping authorities have done, upon the certainty of keener competition after the war, at the hands not only of the enemy, but of neutral nations and an ally—presumably Japan—that had been reaping enormous profits in the carrying trade under war conditions. He urged the necessity for British shipping companies to be in a position after the war to be able promptly to repair the wastage in tonnage that had resulted from the war, and to add to their fleets so as to meet their competitors on a fair footing. All this is undoubtedly of prime importance, and with the appointment as Controller of Shipping of a practical shipping expert in the person of Sir Joseph Macleay, shipping companies need not fear that they will be un sympathetically dealt with by the new Government. There remains the question of what is a fair profit for any British company relative to the needs of the nation and to the position of other sections of the community under present conditions. Since the outbreak of war changes of a revolutionary character have taken place in this country, affecting profits and persons. The railway companies, because their systems were needed by the State and could be readily nationalised, were summarily taken over on an emergency plan that laid down as a broad principle the payment of revenue to the shareholders on a pro-rata basis. Other large sections of the community have through the incidence of war been compelled to suffer great pecuniary hardships, and yet another very large section has been required wholly to surrender its private interests, and often life itself. In the face of such enforced sacrifices on the part of very large portions of the community, there surely is something lacking in statesmanship that permits any industry being allowed to use the war as a means of making profits for itself that were not possible under conditions of peace. True, we have the excess profits tax, but this on the existing scale only partially meets the case. I cannot help thinking that the only plan that would adequately do justice to the unprecedented social conditions brought about by this war is one that, subject to certain necessary reservations, limits profits to those ruling before the war. Any excess on grounds of common fairness and of the urgent need of the nation for the sinews of war should go to the State. It is a pity that the principle could not have been applied in 1914, but neglect to apply it then has not lessened, but increased the desirability of applying it now.

South Mysore Planters.

Bangalore, December 26.—In reply to the representation made by the South Mysore Planters' Association, the Government of Mysore have directed that no coffee lands be given on permanent tenure hereafter, and that the conversion of existing temporary tenure of coffee holdings into permanent tenure be subjected strictly to terms of the Government order of September 22, 1885, which allowed conversion on payment of annas eight, being difference between two rates of assessment from the date of the original settlement (1881-82) to the date of the application of conversion.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	
Marine Insurances.	
Cantons	n. \$75
North Chinas	n. \$150
Unions	n. \$900
Yangtzes	n. ex 73 \$255
FIRE INSURANCES.	
China Fires	n. \$155
H.K. Fires	n. \$375
SHIPPING.	
Douglases	b. \$116
Steamboats	sa. \$204
Indos (Def.)	s. & sa. \$131
Indos (Pref.)	n. \$113
Shells	n. 105/-
Ferries	s. \$34
REFINERIES.	
Sugars	sa. \$126
Malabons	n. \$40
MINING.	
Kailans	n. 50/-
Langkats	n. \$20
Raubas	s. \$2.40
Tronohs	n. \$17/6
Uxals	n. \$27/3
DOCKS, WHARVES, GODOWNS, &C.	
H.K. Wharves	n. \$361
Kowloon Docks	s. \$128
Shai Docks	s. \$7
LANDS, HOTELS AND BUILDINGS.	
Centrals	s. \$98
H.K. Hotels	s. \$112
Land Invest.	n. \$91
H'phreys Est.	b. \$7
K'loon Lands	s. \$35
Shai Lands	n. \$86
West Points	s. \$74
COTTON MILLS.	
Ewos	n. \$1.15
Kung Yiks	n. \$1.13
Shai Cottons	n. \$1.18
Yangtzepeos	n. \$1.5
MISCELLANEOUS.	
Borneds	n. \$8.00
China Light & P. b.	\$4.50
Providents	b. \$8.90
Dairy Farms	n. \$25
Green Islands	sa. \$11.65
H.K. Electric	b. \$49
H.K. Ice Co.	n. \$160
Ropes	n. \$34
Steel Foundries	n. \$93
Trams, Low Level b. & sa.	\$7.20
Trams, Peak, old n.	\$1
Trams, Peak, new n.	\$1
Laundries	n. \$34
U. Waterboats	b. \$154
Watsons	b. \$62
Wm. Powells	n. \$6
Morning Posts	n. \$29

CORRECTED TO NOON FRIDAY
FEBRUARY 2, 1917.

BENJAMIN & POTTS,
Share and General Brokers.
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.

T/T	2/4 1/2
Demand	2/4 5/16
30 d/s	2/4 3/8
60 d/s	2/4 1/2
4 m/s	2/4 9/16
T/T Shanghai	Nom.
T/T Singapore	10 1/4
T/T Japan	109 1/2
T/T India	171 1/4 Nom.
Demand, India	171 1/4 Nom.
T/T San Francisco	56
co & New York	
T/T Java	135 1/4
T/T Marks	Nom.
T/T France	3.27
Demand, Paris	—
BUYING.	
4 m/s. L/C	2/5 1/16
4 m/s. D/P	2/5 3/16
6 m/s. L/C	2/5 5/16
30 d/s. Sydney & Melbourne	2/5 5/16
30 d/s. San Francisco & New York	57 1/4
4 m/s. Marks	Nom.
4 m/s. France	3.39
6 m/s. France	3.44
Demand, Germany	—
Demand, New York	56 1/4
T/T Bombay	171 1/4 Nom.
T/T Calcutta	171 1/4 Nom.
Demand, Calcutta	112
Demand, Manila	100 1/4
On Haiphong	2 1/4 prem.
On Saigon	2 1/4 prem.
On Bangkok	66 1/4
Sovereign	8 1/4 Nom.
Gold Leaf, per oz.	49.60
Bar Silver, per oz.	37 3/16

SUBSIDIARY COINS.

DISCOUNT PER \$100:
Chinese... 20 cts. pieces 3 1/4% dis.
Chinese... 10 cts. pieces 3 1/2% dis.
Hongkong 20 cts. pieces par.
Hongkong 10 cts. pieces par.

BANKS.

BANK OF CANTON, LIMITED.
HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN,
Chief Manager.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

TIME TABLE.		
WEEK DAYS.		
7.00 A.M. to 8.00 A.M.	Every 15 Min.	15 MIN.
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